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# THE HISTORY OF YACHTING

*1600-1815*

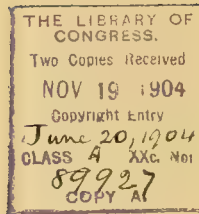
By  
ARTHUR H. CLARK

*Published under authority and by direction of  
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THE NEW YORK YACHT CLUB  
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IN TOKEN OF A MEMBERSHIP OF  
THIRTY-NINE YEARS





## INTRODUCTION

AT first sight it seems singular that no history of the origin and early development of yachts and yachting has ever been written. A little reflection, however, will convince one of the amount of labor necessarily involved in such an undertaking. And had I been able to foresee the difficulties before me, it is doubtful whether this task would have been begun. But once undertaken, it became most interesting; and as the libraries, museums, and old print-shops of Holland, Great Britain, and the United States, little by little, yielded their treasures, forming links here and there—with many fathoms of space between—it became a matter of unbounded pleasure to discover these old links—rusty though they were—and forge them into a chain as complete as historical chains usually are.

The researches, of which this book is a portion of the harvest, were begun many years ago, before any indication of the present popular interest in yachting had been felt. My labors, I may add, have been two-fold: first, to collect all data relating to the subject; also, so far as possible, the contemporary portraits of the yachts to which the data refer. Material has frequently been found in unexpected places; while, on the other hand,

fields rich in promise, have often proved barren and unproductive.

It would require too large an amount of space even to mention the names of all the persons to whom I feel indebted during the long period that this work has been in progress. I can only say here that I am extremely grateful for their valuable assistance and kind encouragement.

This book is largely a narrative of facts, which, I venture to believe, are not generally known to yachtsmen. At all events, no author, so far as I am aware, has ever recorded them. It has been my desire, then, to state each fact in a clear and closely related manner, and, so far as practicable, to give the original authorities from which these facts are derived, without notes or appendix. This I conceive to be the most acceptable form in which to present the book.

Whatever merit the result of my labors may possess will probably be found in the desire of the reader to know something more of the origin and development of a noble sport, and not so much perhaps in what I have succeeded in doing, as in what I have tried to do.

A. H. C.

CUTTER YACHT *MINERVA*,  
NEW YORK HARBOR, July 12th, 1904.



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# THE HISTORY OF YACHTING

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## CHAPTER I

### MEDIÆVAL PLEASURE-CRAFT AND EARLY DUTCH YACHTS

Pleasure-craft of antiquity—Purple sails of royalty—Galley of Tyre—Cleopatra—Galley race described by Virgil—Yachting began with the rise of the Dutch Republic—Victories of Hein, Von Tromp, and Ruyter—Yachts belonging to the Burgomasters of Amsterdam, and Maurice of Nassau, younger son of William the Silent—Review of yachts in honor of Queen Mary of France—State yachts—Admiralty yachts—Dutch East India Company's yachts—Yacht parades—Mock battles—Peter the Great—Evolution of the sloop—The Peruvian balsa—First embodiment of the centre-board—Distant voyages and exploits of armed Dutch yachts.

PLEASURE-CRAFT, or what we now know as yachts, have existed among maritime nations from the most remote period; but the records of these gorgeous vessels of antiquity have perished, except in fragments to be found scattered here and there among the writings of ancient authors.

In ancient times it was customary for vessels to carry sails of various colors, to denote their different characters. The sails of royal vessels were wholly purple, and were used by members of royal households only; no other vessels were permitted to carry them.



Cleopatra's galley at the battle of Actium; the magnificent pleasure-vessels *Isis* and *Thalamegus*, built by Ptolemy Philopator (222 B. C.); the royal vessel with "a golden beak, and fence of golden shields to protect the rowers on their benches," presented to Athelstane by the King of Norway (A. D. 925); the galley presented to Hardicanute by Earl Godwin, "sumptuously gilt and rowed by eighty men, each of whom wore on his arm a bracelet of gold weighing sixteen ounces" (A. D. 1040); the *Queen's Hall*, which carried Phileppa, niece of King Henry IV. and Queen of Norway, Denmark, and Sweden, to join her husband in Denmark, all—together with many other royal vessels that might be mentioned—carried purple sails.

This custom continued until the beginning of the fifteenth century, one of the last instances recorded being that of the *King's Chamber*, on board of which King Henry V. sailed from England to France. This vessel carried a sail of purple silk, upon which was embroidered in gold the arms of England and France.

By means of purple sails we are enabled to trace and establish the antiquity of vessels used exclusively by royalty, or what would, at the present time, be known as royal yachts.

A vivid picture—herewith abridged—of Tyre, the "golden city" and "mother of crafts," is given in Ezekiel chapter XXVII., where the prophet speaks of Tyre as "a merchant of the people for many isles. . . . They have made all thy ship boards of fir trees of Senir: they have taken cedars

from Lebanon to make masts for thee. Of the oaks  
of Bashan have they made thine oars . . .  
have made thy benches of ivory. . . . Fine  
linen with brodered work from Egypt was that  
which thou spreadest forth to be thy sail ; blue and  
purple from the isles of Elishah was that which  
covered thee . . . thy pilots, thy caulkers,  
and all thy men of war that are in thee, . . .  
shall fall into the midst of the seas in the day of  
thy ruin."

This justly celebrated chapter is one of the most  
ancient records of shipping bequeathed to us, and  
bears testimony to the great antiquity of pleasure-  
craft ; for, as we have seen, among the ancients  
purple sails were carried only on vessels used by  
royalty, and "benches of ivory" certainly indicate  
a vessel equipped with royal luxury.

One of the most ancient pleasure-craft, and the  
most beautiful and renowned of which any defi-  
nite description has been preserved, was the royal  
barge, or galley, of Cleopatra, Queen of Egypt,  
thirty years before the Christian era, which is thus  
described by Shakespeare :

" The barge she sat in, like a burnished throne  
Burned on the water ; the poop was beaten gold,  
Purple the sails and so perfumed, that  
The winds were lovesick with them ; the oars were silver,  
Which to the tune of flutes kept stroke  
And made the water which they beat to flow faster,  
As amorous of their strokes."

To rely upon this description by the poet might  
be unwise, were it not sustained by the historian ;

accordingly, we are indebted to Plutarch for the following account of this expedition :

“Cleopatra, in her conduct with respect to the contending parties, endeavored to trim between both ; for though she had assisted Dolabella, yet Serapion, her lieutenant in Cyprus, fought for Cassius ; and after the defeat of him and Brutus, she, fearing the resentments of conquerors, resolved in person to meet Anthony, and, conscious of her own charms, try how efficacious her wit and beauty would be in her cause, he having summoned her to render an account of her behavior.

“Crossing the Mediterranean to Cilicia, where Anthony then was, she came up the River Cydnus in a vessel, the stern whereof was gold, the sails of purple silk, and the oars of silver, which gently kept time to the sound of music.

“She placed herself under a rich canopy of cloth-of-gold, habited like Venus rising out of the sea, with beautiful boys about her, like cupids, fanning her ; and her women, representing the Nereids and Graces, leaned negligently on the sides and shrouds of the vessel, while troops of virgins, richly drest, marched on the banks of the river burning incense and rich perfumes, which were covered with an infinite number of people, gazing on in wonder and admiration. The Queen’s success with Anthony was answerable to her expectations.”

No record appears to exist of the dimensions of this vessel, but judging from the length of the voyage, the number of attendants and servants probably required by Cleopatra, their equipment and

stores ; and judging from the fact also, that the galley was "laden with the most magnificent offerings and presents of all kinds," it is reasonable to suppose that this craft must have been of a considerable tonnage.

The wanton splendor of Cleopatra's life has inspired poets, painters, and historians, who have perpetuated her memory through nineteen centuries of time and change ; so that to-day her fame is as fresh and radiant as the morning sunbeam that rests upon the gray pyramids, obelisks, and temples of her native land.

" Age cannot wither her, nor custom stale  
Her infinite variety."

" I died a queen, the Roman soldier found  
Me lying dead, my crown about my brows,  
A name forever ! lying robed and crowned  
Worthy a Roman spouse."

Of other ancient vessels we have some knowledge, though not as much as could be wished. The *Haw Ting*, or flower-boats of the Chinese, with their rich ornamental carvings and silken draperies of vermilion and gold, sweet with the perfume of sandal-wood ; the Greek and Roman galleys, which one historian, not over-gallant, compares to women—equally greedy of ornament ; the galley race for royal prizes between the *Dolphin*, *Centaur*, and *Chimæra*, immortalized by Virgil—all these are of interest. Of the Venetian galleys, their sails embroidered in silver and gold, of the stately galleons of Portugal and Spain, and their

## 6     *THE HISTORY OF YACHTING*

conquests ; of the slender, swift, serpent-galleys of the Norsemen, floating white flags of peace, bearing the symbol of the lamb, and flaming, fighting flags of crimson, emblazoned with the fierce, flying dragon,—of these we have all read. Of great interest, too, are the Vikings,—those brave sea-captains, who counted it dishonor to die on land.

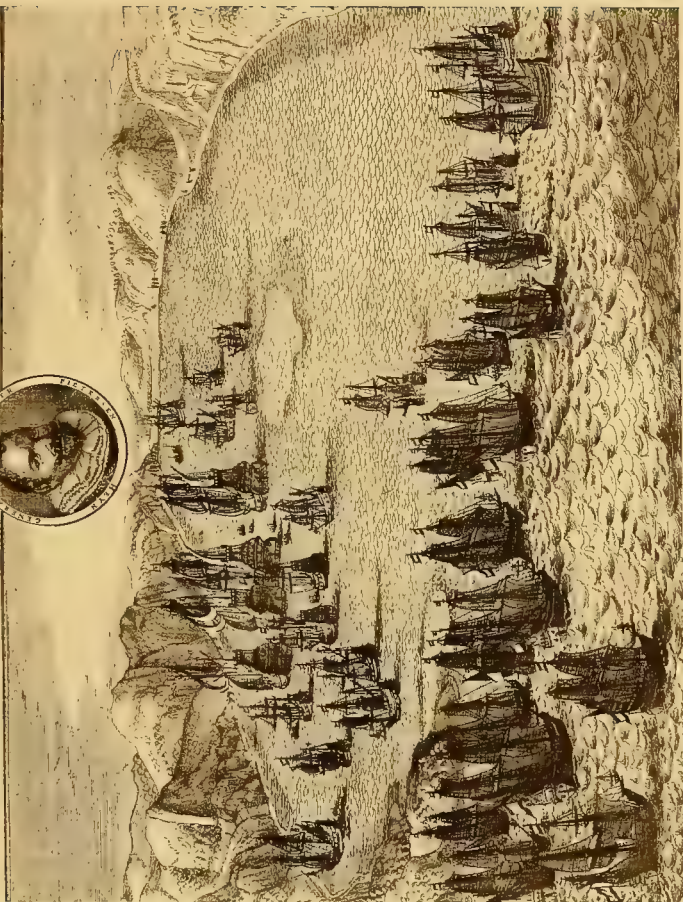
One would gladly remain in company so good, so brave, so luxurious, and sail with mariners like these through the troubled waves of historical uncertainty, or drift with them upon the calm and misty waters of romance ; but my purpose is of a different, though not less agreeable, nature. I wish to trace as clearly and completely as possible the early history of yachting, illustrated by the portraits of famous yachts, executed by artists no less famous when these vessels were in the zenith of their renown. At various periods I shall notice briefly some of the celebrated vessels of war and commerce, in order to trace more clearly the evolution of the yacht. For she has developed side by side with her more industrious sisters, and at times, especially during the early days of her existence, has shared in the laborious undertakings of both.

Yachting history may be divided into two eras. The first dates from the year 1600 to the years 1812-15, when The Yacht Club—now the Royal Yacht Squadron—was founded, and modern yachting may be said to have begun ; the second, from that date to the present time. I purpose to deal only with the first, comprising many events of in-



... AFBEELDINGE IN WAT MANIER DE  
PIETER DEFTIJSSEN HEEN

SILVER VLOOT VANDEN GENERAEL  
VEROQUEY IS AAN 10. 1628





In 1599, a fleet of seventy ships sailed from Holland for the Canary Islands, and captured the town of Laguna, which was plundered and burnt. Another expedition attacked St. Thomas, and "brought off rich booty"; while a third captured the Spanish galleon *St. James* off St. Helena, "having a cargo of pearls, gems, gold, amber, and other goods of inestimable value." These, with seventeen brass guns and four hundred prisoners, were taken on



A DUTCH MAN-OF-WAR, 1630

board the Dutch ships and landed in Holland; and "so great was the success of the Dutch upon the sea, and their names so famous in all parts, that one Embassy came to them from Japan, another from Morocco, and another from Persia, all extending invitations of friendship and the assurance of desire for mutual commerce."

In 1628, Admiral Pieter Hein captured the Spanish silver fleet, the value of the cargoes of these vessels being 30,000,000 florins, or about

£2,500,000 sterling. The capture of the treasure-fleet of Spain had long been the fervent desire and ambition of the great English Admirals Drake and Hawkins, and for which Queen Elizabeth, even in old age, had yearned, with hope deferred, and, finally never realized.

Admiral Marten Tromp commanded fleets that



THE "AMELIA" FLAGSHIP OF ADMIRAL TROMP, 1639

were victorious in no less than thirty-two battles, which were fought upon the sea ; while Admiral Michiel Ruyter, in 1636, commanded a privateer, built by the merchants of Flushing, with which he drove the French pirates from the coast of Holland. In 1640, Ruyter was appointed rear-admiral of a fleet that had been fitted out to assist Portugal in her struggle against Spain, and greatly distinguished himself at the battle of St. Vincent, No-

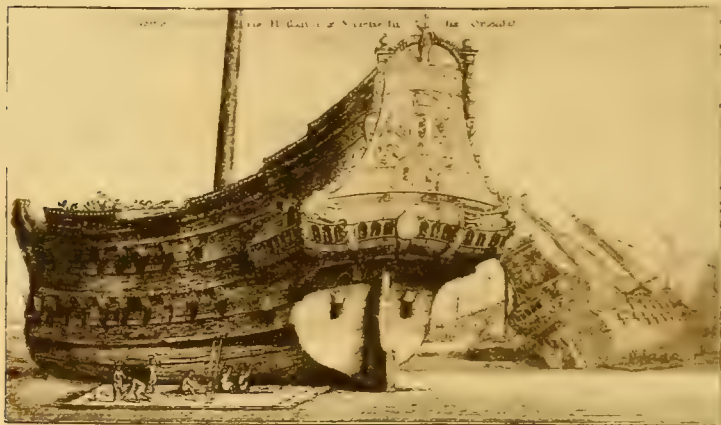
vember 3, 1641. During the following year he left the navy to command a ship belonging to the Dutch East India Company. In 1652 he again joined the Dutch navy as admiral, and fought many battles against the fleets of England and France. For his services to Spain in her war with France, he was invested by the King of Spain with the title and dignity of Duke. He, perhaps, is also better known and remembered in England than any of the Dutch seamen of that period—and not without reason.

Few nations can point to such a brilliant array of naval heroes as can Holland during the seventeenth century; or of admirals and commanders who fell while leading their fleets in the fury of battle. To name but a few: Pieter Hein, who fell before Dunkirk; Heemskerk, at Gibraltar; Van Galen, at Leghorn; Pieter Florisz and Witte de With, at the victory of the Sound; seven members of the Evertsen family, who fell as admirals or captains; Tromp, at Ter Heide; Van Gent, at Solebay; Kortenaer and Wassenaer, at Lowestoff; De Vries, near Schoonerveld; De Liefde, at Kijkduin; and Ruyter, in sight of Mount Etna.

Little is known among English-speaking people concerning the lives and achievements of these and other renowned Dutch seamen of the seventeenth century. It is therefore to be hoped that at a day not far distant, some author, duly equipped for the task, will present to the world a naval history embracing this era of Holland's glory upon the sea.



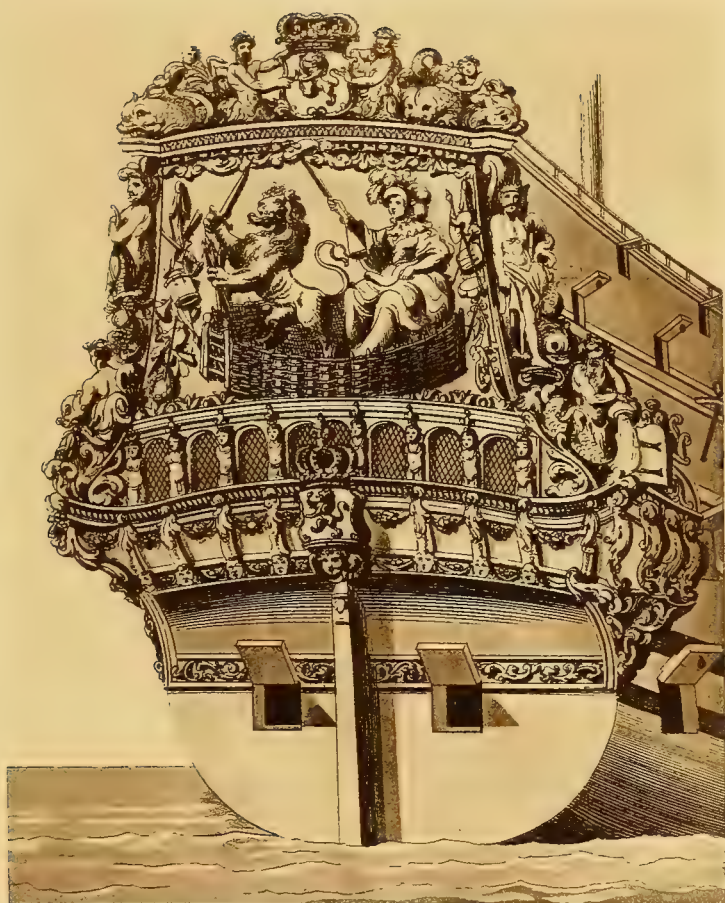
No two nations in Europe were more unlike in the essential qualities that form the character of a people than were Holland and Spain; yet there can be little doubt that the Spanish occupation of the Netherlands exerted a powerful influence upon the people of Holland. This was manifested in their manners and customs, as well as in their maritime affairs, which explains the design and



A DUTCH EAST-INDIAMAN, 1630

decoration of the vessels of Holland during the seventeenth century, as well as the luxurious habits and refinement among her people of position and wealth. A love of the arts also was encouraged and developed to the highest degree.

It is not difficult to trace the influence of Spain during the sixteenth century upon the construction, rig, and decoration of the ships of Holland, as well as upon those of England and France. In that century Spain was the leading maritime nation





of the world, and as Spain and Portugal in the fifteenth century had been influenced by Venice and Genoa in the architecture and equipment of their ships, so Holland felt the influence of Spain later.

It was quite natural, therefore, that a refined and wealthy people as the Hollanders were, living in a country situated upon an inland sea and intersected by waterways and canals,—the highways of commerce and travel,—should have had both their private and public conveyance by water. This was what the people did have ; and this conveyance was called *Jaght*, from *Jagen*, meaning, originality, a boat drawn by horses (to-day *Jaghers Garen* means a towrope), and later a swift, light-built, handsomely furnished, and beautifully decorated vessel used either as a private pleasure-vessel or as a vessel of State, or of the Admiralty, or attached to an expedition or squadron. The English word yacht is derived from the Dutch *Jaght*, and, until late into the eighteenth century, was frequently written *Yatch*, *Yatcht*.

When the yacht came into existence in Holland the term applied to the vessel was *Jaght Schip*. It denoted swiftness and probably, chasing or hunting ; for the ancient yacht of Holland was put to a variety of uses. After a time, however, *Schip* was abandoned, *Jaght* only being used. From a Dutch-Latin dictionary, published at Antwerp in 1599, we trace the etymology of the word *Jaght*, which takes its root in *Jaghen*, meaning to hunt, to chase, to pursue, to strive after ; rapid motion, haste, or hurry ; also meaning to tow with horses. From

this is derived the slang word *Jaghten*, meaning to hurry up, to drive forward, to urge to greater speed; also the word *Jaght*—the chase, hunt, hunting.

*Jaght* was by no means applied exclusively to vessels; indeed, from the same authority we take the following definitions of the word: *Jaght Hond*, a hunting hound; *Jaght Net*, a hunting net; *Jaght Peerd*, a huntsman's or hunting horse; *Jaght Horen*, a hunting horn, trumpet, or clarion; *Jaght Stock*, a hunting staff or spear; *Jaght Vogel*, a hunting hawk.

In the above definitions we do not find any suggestion of the yacht as a vessel, but the same dictionary gives *Jaght*, *Jaghte*, *Jaght Schip*—a swift, light-built vessel of war, commerce, or pleasure,—a yacht.

The word, it is seen, had a wide meaning, and often signified a spendidly furnished State or private vessel handsomely and comfortably furnished; also a small private vessel, owned partly for pleasure, partly for use; or a vessel attached to a squadron, fitted with accommodations for an admiral or other officer; used to communicate with the vessels of a fleet or with the shore; carrying dispatches or keeping watch on an enemy's ships. A yacht might also be a vessel engaged upon an expedition, alone or in company with other vessels. And yet, with this wide range of uses, there was something distinctive about the seventeenth-century yacht of Holland—she could never be mistaken for anything else.











When yachts were first used and built in Holland is not known; probably at a very early date. Naturally, from the nature of the country, they were a necessity, as were the private carriages and public coaches in other countries before the days of steam; and the various types of yachts used in Holland were as numerous as their employment; we should feel deeply indebted to the Dutch artists of that period, upon whose canvas yacht-portraits have frequently been delineated.

The most ancient yacht of which diligent and careful research has been able to discover a portrait, is one that was owned by the burgomasters of Amsterdam about the year 1600. The original picture is executed by Rool, in India ink on parchment. Worn by age, it nevertheless gives the details of the hull and rig with the fidelity and minuteness for which the artists of Holland are justly famous. This yacht was probably used by the burgomasters in their various official duties afloat, to their great comfort and enjoyment: a portrait is also given of the yacht owned by Maurice of Nassau, the younger son of William the Silent, who died at The Hague on April 23, 1625.

In 1638 Queen Mary of France visited Holland, receiving a series of splendid ovations at the various cities *en route*. A representation of the review in her honor by the yachts of Amsterdam is here given.

Some particulars of the seventeenth-century yachts of Holland are given in the *Dictionnaire de Marine*, published in Amsterdam, 1702. The measurements in this work are in the Rhenish foot of

11 Rhenish inches, equal to 12.35652 English inches; the following being the dimensions for a small yacht: Length from stem to stern-post, 42 feet; breadth, 9 feet 4 inches; depth at the wale, 3 feet  $8\frac{1}{2}$  inches. The keel, or, as it was called, "sole," was 6 feet wide amidships, and 5 inches thick, being a combination of keel and garboards, and 30 feet long. The stern-post was 6 feet 4 inches in length, with 1 foot  $5\frac{1}{2}$  inches rake; 6 inches thick inside, and 4 inches outside; 8 inches wide at the head, and 3 feet six inches at the heel. The stem was 6 feet 6 inches high, and 10 feet 6 inches rake; 2 feet wide at the head, and 1 foot 2 inches where it joined the keel; 6 inches thick on the inside, and 4 inches on the outside, with 14 inches rounding. The planking was 2 inches thick, and the wale 4 inches thick, and 5 inches wide; the planking above the wale, 12 inches wide, and  $1\frac{1}{2}$  inches thick. The floor timbers were  $4\frac{1}{2}$  inches square, and  $3\frac{1}{2}$  inches at the wale. Yachts of this type were steered with iron tillers, slightly curved, and were fitted with leaden pumps on both sides, to allow pumping on either tack.

The *Staaten Jaght*, or State yacht, was used for various purposes: to regulate shipping, prevent smuggling, collect revenue, and the like. The *Admiraliteit Jaght*, or Admiralty yacht, was used by admirals in connection with their fleets, frequently performing important service; they were attached to the fleet of every Dutch admiral during the naval wars of the seventeenth century. In the memorable battle of June 3, 1665, Admiral Opdam







had seven yachts in his fleet. When Admiral Ruyter fought the fleet of the Duke of Albemarle and Prince Rupert on June 14, 1666, he had eight yachts attached to his fleet. An illustration of this famous battle, herewith, discloses two of the yachts just to windward of the flag-ship. When Ruyter defeated the combined fleets of England and France off Schevening, August 11, 1673, he had a squadron of fourteen yachts attached to his fleet. During this battle the memorable sea-duel took place between Admiral Tromp, in the *Golden Lion*, and Admiral Sir Edward Spragge, in the *Royal Prince*, when Spragge, backing his maintopsail, waited for Tromp to come up. After fighting for three hours, the *Royal Prince* was so disabled that Spragge took to his boat and went on board the *St. George*. Here he rehoisted his flag. At the same time Tromp changed his flag to the *Comet*, and renewed the fight with fury. The *St. George* lost her mainmast, and was so disabled that Spragge determined to change his flag,—this time to the *Royal Charles*. His boat, however, was sunk by a shot, and he was drowned alongside his ship. So ended this fierce encounter between the two famous admirals.

The State and Admiralty yachts varied in size. The work already quoted gives the particulars of one: 66 feet in length; 19 feet breadth; stern-post, 11 feet in length; 2 feet 3 inches rake; stem, 12 feet high, and 10 feet rake; keel, 54 feet in length, 12 inches wide, and 10 inches thick. The plank-  
ing varied from  $4\frac{1}{2}$  to 3 inches in thickness, and

from 9 inches to 18 inches in width. The deck was raised 18 inches at a point 33 feet from the stem, and continued for 18 feet. This formed the captain's cabin; and aft where the deck was lowered it made a cockpit for the helmsman, and also afforded protection in stormy weather. The sails were hoisted by a windlass, placed against the mast.

The largest type of yacht belonged to the Dutch East India Company; it was ship-rigged, the same dictionary furnishing the following particulars of one of these yachts: Length, 115 feet from stem to stern-post; breadth, 27 feet  $5\frac{1}{2}$  inches; depth of hold, 11 feet  $5\frac{1}{2}$  inches; length of keel, 92 feet, 14 inches thick, and 16 inches wide. The stern-post was 19 feet 6 inches in length, with 3 feet 3 inches rake,  $11\frac{1}{2}$  inches thick inside, and 8 inches thick outside; 17 inches wide at the head, and 5 feet 4 inches wide at the heel; stem, 20 feet high; 20 feet rake; 2 feet  $5\frac{1}{2}$  inches wide at the head, and 3 feet 3 inches wide where it joined the keel; it was  $11\frac{1}{2}$  inches thick inside, and 8 inches outside, with scarp 5 feet long, held together by 8 copper bolts. The planking was 3 inches thick, and the floor-timbers, 9 inches square;  $7\frac{1}{2}$  inches square above the floor heads; 6 inches square at the wale, and 5 inches square above the wale. The ceiling was 3 inches thick; the stringers,  $3\frac{1}{2}$  inches thick; the deck-beams,  $11\frac{1}{2}$  inches square; the clamp of the deck-beams,  $5\frac{1}{2}$  inches thick; and the waterway clamp, 20 inches wide, and 4 inches thick.

The hawse-holes were  $10\frac{1}{2}$  x 9 inches in diameter, the fore-chains, 14 feet  $5\frac{1}{2}$  inches long, 4 inches





thick, and  $11\frac{1}{2}$  inches wide. The main-chains were 15 feet long 4 inches thick, and  $11\frac{1}{2}$  inches wide; the mizzen-chains, 5 feet 6 inches long,  $3\frac{1}{2}$  inches thick, and 7 inches wide. The foremast step was 15 feet from the stem; the mainmast step, 60 feet from the stem, and the mizzenmast step, 20 feet from the stern. The rudder was 3 feet 7 inches wide, and 8 inches thick at the fore part, tapering to 6 inches at the after edge.

Besides these, there was the *Gouvernante Jaght*, or Government yacht, used for the accommodation of the Government officials,—carrying Government dispatches, and the like. Then the *Reiziger Jaght* or Passenger yacht, used for conveying passengers.

The Dutch East India Company owned a variety of yachts, used by the officials for business or pleasure; frequently they were sent upon foreign voyages: sometimes alone, sometimes accompanying one or more ships.

The private yachts, however, were the most numerous and it is probable that at that period almost every one in Holland who could afford a yacht, owned one of some kind. They ranged in size and appointments from the modest *Boeyer*, of eighteen or twenty feet in length, to yachts of one hundred and fifty tons, equipped with every luxury of the time, and splendidly decorated.

Various portraits of these private yachts are here given. With these and others, together with particulars of construction, we fortunately are enabled to form a fairly accurate idea as to the yachts of



Holland at that period. From them originated the yachts of America and England.

No record states that the yachts of Holland ever raced, or that there were any yacht-clubs, although the Hollanders had mimic parades, in imitation of naval reviews and battles. An illustration is here given of "The Amsterdam Yachts enacting a battle on the occasion of the visit of Peter the Great, in 1697." An account of this celebration was published at Amsterdam in the same year, and reads as follows: "After the Muscovian Ambassy had seen all that captures the eyes and hearts of foreigners in the famous merchant-city of Amsterdam, the worthy Council of the city conceived the idea of representing to the Ambassy a mock fight, imitating a sea-fight, on the river Y, and therefore requested the amateurs of both the havens for yachts to kindly prepare themselves by the first of September; and in order that all might be properly arranged, the Admiral, Gillis Schey, for whom one of the yachts of the East India Company was provided, took command, and issued to the yachtsmen instructions whereby they might be guided:

"1. When the Admiral intends to go under sail with his squadron, he will hoist a blue flag under the Prince's flag at the top, and fire a gun.

"2. When the Admiral intends that the squadron shall be ranged, he will hoist the Prince's flag under the head of the gaff, and fire a gun.

"3. When the Admiral thinks it necessary for the squadron to turn, he will hoist the Prince's flag, and fire a gun, then the yacht astern shall turn





first, so that the last yacht becomes the first in the squadron.

"4. When the Admiral thinks that the proper moment has come to attack the enemy, he will hoist a red flag under the Prince's flag, and fire a gun.

"5. When the Admiral thinks it advisable to cease the battle, he will hoist a white flag under the Prince's flag, and fire a gun.

"6. When the Admiral requires that the Dispatch yacht shall come near him to receive instructions, he will hoist a blue pennant half-high at the gaff, and fire a shot.

"There were also invited to be present another yacht of the East India Company, a yacht of the West India Company, and a yacht of Friesland."

On September 1, 1697, "at half-past two in the afternoon, the fleet went out under sail, accompanied by four tenders (probably small yachts to represent the yachts attached to a fleet in actual battle), wherein one hundred volunteers were placed, mostly young men—sons of prominent burgers—well-provided with muskets. The fleet began very well directed manœuvres; and, after having kept their course for some time, they passed alongside one another in perfect line, firing their cannon with great energy, the charges being enlarged a great deal, to give more show and importance to the battle. The *Blanwhoofd* carried eleven extra guns; the *Keerweer* eleven, and the *Amstelburg* sixteen.

"The houses of the surrounding villages trembled during the heavy cannonade. Between, was heard the discharge of the muskets of the volunteers, as

often as the yacht with the Embassy on board was passed.

“The whole river Y, as far as the eye could see, was covered with all kinds of vessels, filled with people who had come out of curiosity to see this rare and beautiful spectacle. At the same time, notwithstanding the large number of craft wherefrom some disaster might be expected, all was conducted in perfect order, and the positions of the



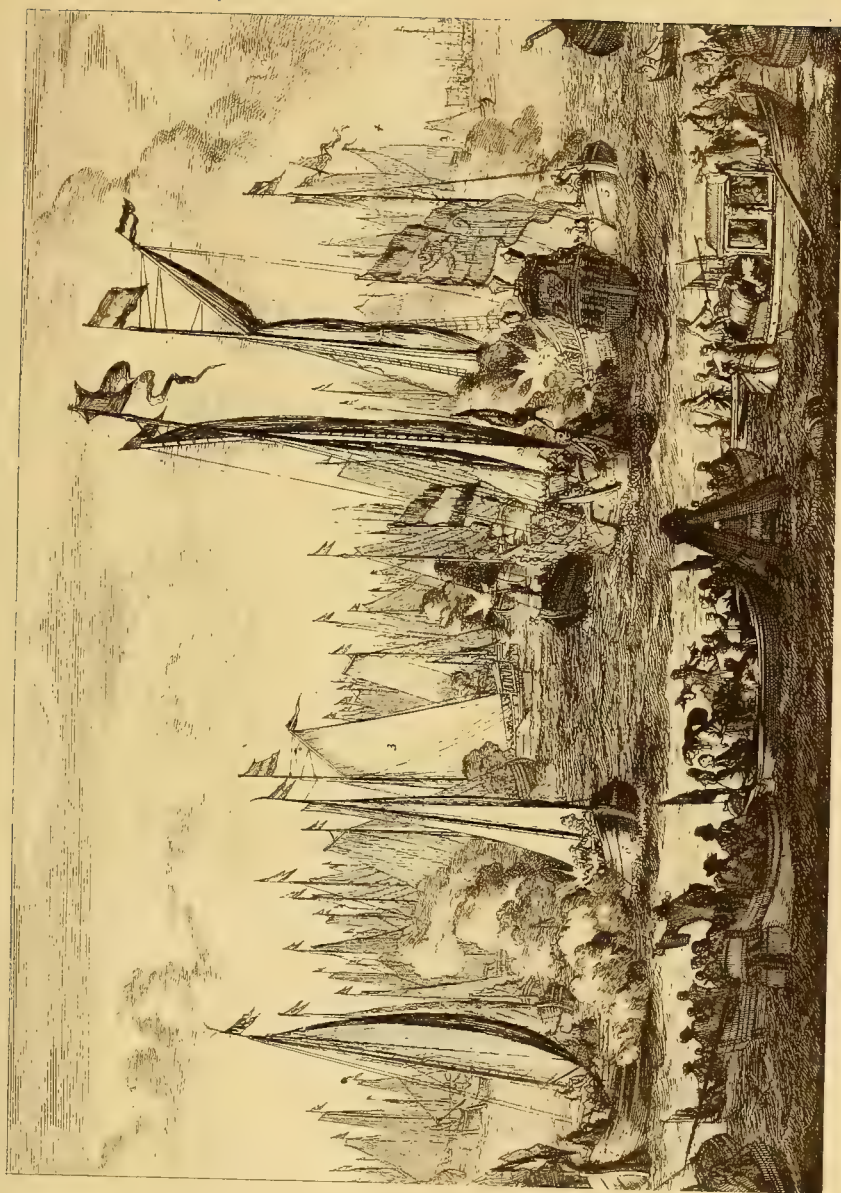
REVIEW OF AMSTERDAM YACHTS, 1717

vessels so well kept, that the people, who filled both yacht-harbors and the dikes as far as Schillingwen and Nieuwendam, could not refrain from expressing their astonishment.

“The closing-in of the evening ended the battle, the Embassy expressing perfect pleasure at all they had witnessed.”

An illustration of another celebration of this









kind is here introduced, the occasion being the visit to Amsterdam, about the year 1717, of Czarina Catherine, wife of Peter the Great.

It seems quite absurd to think of these ancient yachts as having been built for speed, yet such is the fact. And while no record can be traced of



A "DAMLOOPER"

their having sailed in matches, they no doubt had contests of speed quite as exciting,—chasing smugglers and pirates, carrying dispatches, and being under the guns of an enemy.

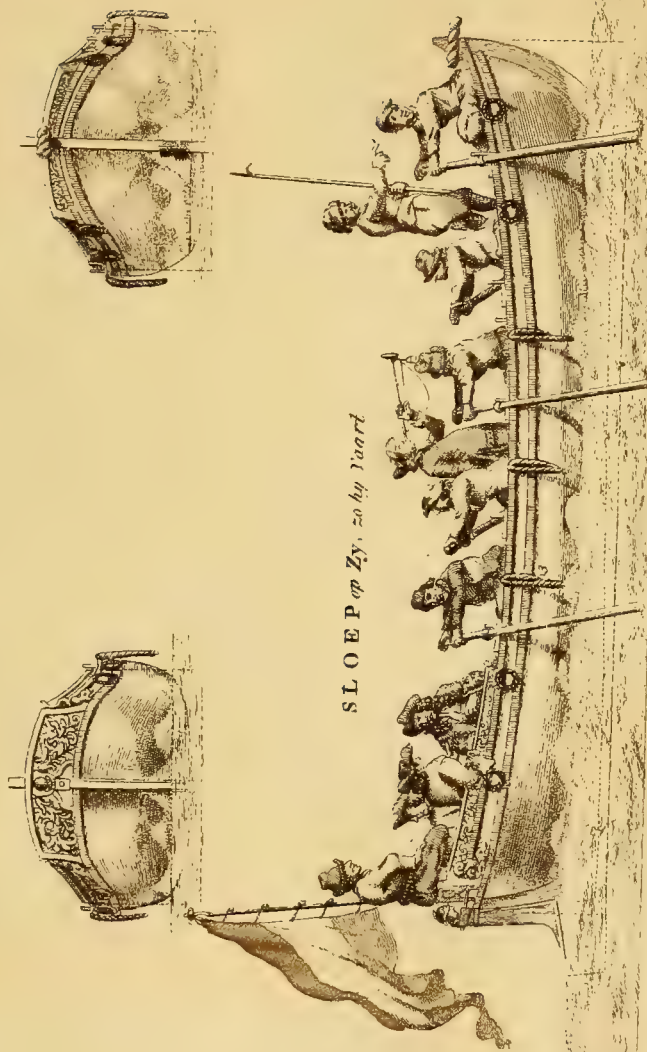
To place the yacht of Holland in true relation to the vessels of her time, the portrait of a Dutch trading-craft, not constructed especially for speed, is here given. It is called a *Damlooper*, the type existing to the present day.

At this period, the yachts of Holland, whose portraits are reproduced, with the exception of the ship, are all of the *Sloepe* rig, from which is derived the English word, sloop, together with the American sloop and British cutter-rig. This subject is one of interest to yachtsmen, hence we will trace the evolution of these rigs under the different conditions and requirements which existed in America and England. For the present we will take up the rig as it first appeared in Holland.

The sloop was originally a boat carried by a vessel. An illustration of one of them is here given. By degrees, sloops were built larger, until the sloop became a sea-going vessel of considerable tonnage.

The *Dictionnaire de Marine*, published in 1702, and previously referred to, gives the following description of the various kinds of sloops then in use :

“SLOOP : This is a sea-going vessel, used for the service of and communication between large ships ; it also is used to make short trips to sea ; although some of them make long trips, and even ocean voyages. Every sloop, used for the service of large ships, has a crew of at least six : the officer, who is at the helm, and five oarsmen, one at each oar. Commonly it is a boatswain who is in command.”



SLOEP op Zy, zo hy Vaart



The following is the description of a sloop 32 feet in length : 8 feet 9 inches breadth ; 2 feet 3 inches deep below the gunwale. The length of the keel was 25 feet 6 inches. The keel, or *sole*, was 5 feet three inches wide, and 2 inches thick ; floor-timbers, 3 inches by 2 inches ; spaced, 1 foot 6 inches ; stem, 6 feet 5 inches high ; 4 feet 9 inches rake ; 13 inches wide at head, 10 inches at bottom, 3 inches on fore-side, and 4 inches on after-side ; stern-post, 5 feet 9 inches high, 1 foot 10 inches rake, 2 feet wide at heel, 1 foot at head,  $7\frac{1}{2}$  inches on fore-side, and  $1\frac{1}{2}$  inches on the after-side. Sloops of this kind were carried by ships ; and used to run out anchors, to bring off water and provisions, and generally used as tenders. Here we find a similarity between the sloop and cutter ; as a cutter may also be a ship's boat or a powerful sea-going vessel.

Another class of sloop was length over all 42 feet ; breadth, 9 feet ; keel, or *sole*, 7 feet wide ; stem, 5 feet 6 inches high, and  $6\frac{1}{2}$  feet 6 inches rake ; stern-post, 7 feet high and 2 feet rake. These sloops were rigged with two masts : mainmast, 24 feet long ; gaff, 12 feet 6 inches, and main-boom 21 feet long ; foremast, 15 feet long ; gaff, 10 feet ; boom, 11 feet 6 inches long. It will be noticed that these vessels carried no bowsprit. From this, too, it appears that a sloop of that date, and during the seventeenth century, sometimes carried two masts.

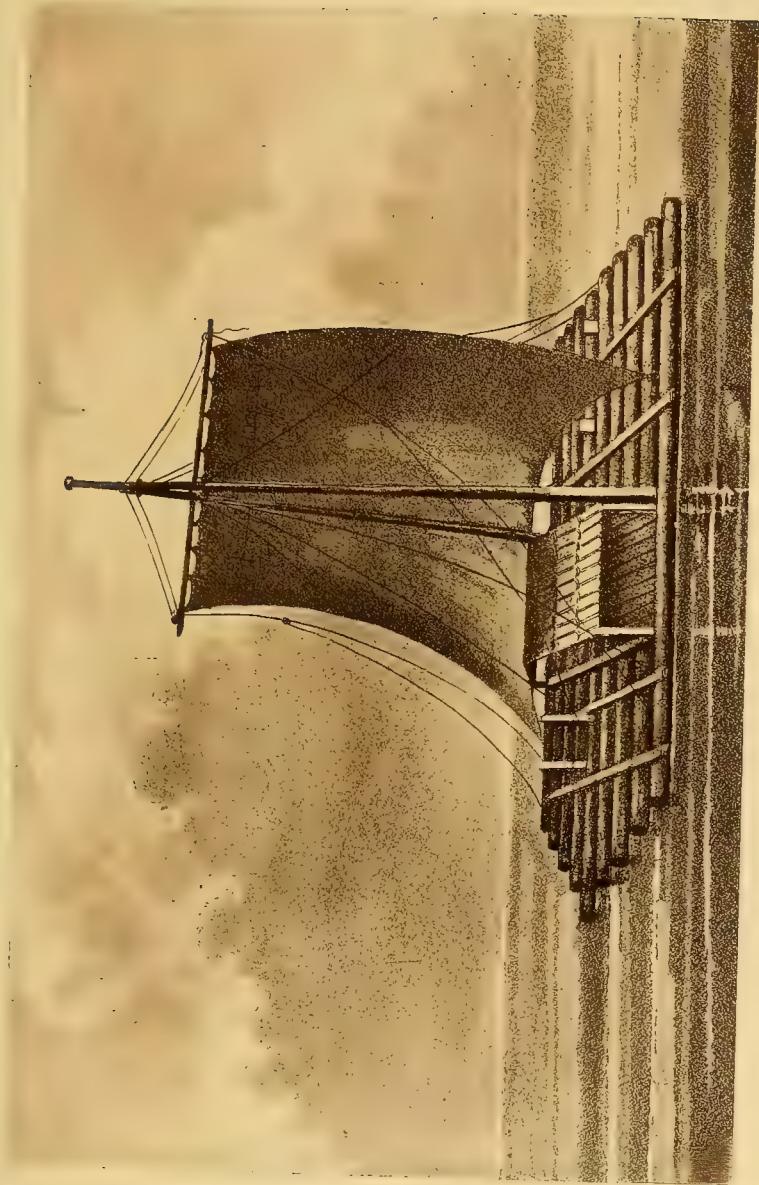
The largest sloops, which sailed to the Cape Verd Islands, were in length 55 feet ; breadth, 12 feet 6 inches ; stem, 8 feet 6 inches ; and stern-post, 9 feet 6 inches high.



From the dictionary already quoted and published at Antwerp, 1599, we find *Sloepe*, *Sloepken*,—a little ship, skiff, or boat. It therefore seems probable that at this early period the term *Sloepe* was applied more to the type of vessel than to the rig. By degrees, as rigs multiplied among small craft, a single-masted vessel in Holland became known as a *Sloepe*—the germ of the American sloop and British cutter-rig. Along diverging lines these developed until they became quite distinct in every essential detail of hull, spars, sails and rigging.

It will be noticed that all of the yachts whose portraits are here given, with the exception of the ship, carry lee-boards. The *Dictionnaire de Marine* (1702), gives the following description of the lee-board: "The lee-board is made of three boards laid over one another, and cut in the shape of the sole of a shoe, or of a half oval. The bylanders and hookers use them for sailing close-hauled, and generally these vessels have two lee-boards hanging on either of their sides. If one wishes to sail close-hauled, the lee-board, which is on the lee side, is lowered into the water, and thus prevents the vessel from falling off; the other lee-board remains hanging against the weather-side. Lee-boards are of very general use in navigation on inland waters, but at sea they are now—1702—seldom seen unless on a few square boeiers, some light galeots, or small fishing-boats."

When the lee-board was first used or by whom it was invented, is not known. It is probable that the idea was introduced into Holland during the





occupation of the Netherlands by Spain, by some ancient Spanish navigator from the Pacific, as Prescott relates in his *Conquest of Peru* that in 1531 Pizzaro commanded an expedition, consisting of two vessels under the immediate charge of the famous old pilot, Bartholomew Ruiz; and while sailing southward from Panama in the open sea Ruiz "was surprised by the sight of a vessel, seeming in the distance like a caravel of considerable size, traversed by a large sail that carried it sluggishly over the waters. The old navigator was not a little perplexed by this phenomenon, as he was confident that no European bark could have been before him in these latitudes; and no Indian nation yet discovered—not even the civilized Mexican—was acquainted with the use of sails in navigation. As he drew near, he found it was a large vessel, or rather raft, called "balsa" by the natives, consisting of a number of huge timbers of a light porous wood, tightly lashed together with a frail flooring of reeds, raised on them by way of a deck. Two masts, or sturdy poles, erected in the middle of the vessel, sustained a large square sail of cotton, while a rude kind of rudder and movable keel, made of plank, inserted between the logs, enabled the mariner to give a direction to the floating fabric, which held on its course without the aid of oar or paddle. The simple architecture of this craft was sufficient for the purpose of the natives, and indeed has continued to answer them to the present day; for the balsa, surmounted by small thatched huts, or cabins, still supplies the most commodious

means for the transportation of passengers and luggage on the streams and along the shores of this part of the South American continent.

“On coming alongside, Ruiz found several Indians, both men and women, on board, some with rich ornaments on their persons, besides several articles wrought with considerable skill in gold and silver which they were carrying for purposes of traffic to different places along the coast. But what most attracted his attention was the woolen cloth of which some of their dresses were made. It was of a fine texture, delicately embroidered with figures of birds and flowers, and dyed in brilliant colors. He also observed in the boat a pair of balances, made to weigh the precious metals. His astonishment at these proofs of ingenuity and civilization, so much higher than anything he had ever seen in the country, was heightened by the intelligence which he collected from some of these Indians.

“In a short notice of this expedition, written apparently at the time of it, or soon after, a minute specification is given of several articles found in the *balsa*; among them are mentioned vases and mirrors of burnished silver, and curious fabrics, both cotton and woolen.”

A portrait of a *balsa* is here given, which shows the arrangement and working of the boards. This craft may be regarded as the first embodiment of the lee-board, sliding keel, revolving keel, centre-board, and fin keel. It is evident that this device made an impression upon the minds of the early







navigators. It certainly seems probable that the idea may have been introduced into Holland from the Pacific by the Spanish, together with the construction, rig, and decoration of the ships of Holland at that period. Of this there can be no reasonable doubt.

In looking over the narratives of voyages of the early Dutch navigators, frequent mention of yachts are met with.

In 1598 some merchants of Holland fitted out an expedition to cruise in the South Seas against the Spaniards, among them were Peter Van Beveren, Hugo Gerritz, and John Bennick. The fleet consisted of the *Maurice*, Admiral Oliver Van Noort, the *Henry Fredric*, Captain James Glaasz; yachts, *Concord*, Captain Peter Van Lint, and *Hope*, Captain John Huidecoope. These vessels sailed from Rotterdam, June 28, 1598, and, after capturing several Spanish galleons, and sailing around the globe, "arrived safely before the City of Rotterdam," August 26, 1601.

June 27, 1598, a fleet, consisting of the *Hope*, 500 tons; *Faith*, 320 tons; *Charity*, 300 tons; *Fidelity*, 220 tons and the yacht *Merry Messenger*, 150 tons, sailed from Rotterdam, under command of Admiral De Weert, "being provided with all manner of provisions and ammunition, with cannon, money, merchandise and all necessaries whatever for a long voyage." It proceeded through the Straits of Magellan, thence across the Pacific, and home by way of the Cape of Good Hope, arriving at Rotterdam May 13, 1600.

In 1598 the Dutch East India Company sent out six great ships and two yachts for India, under command of Cornelius Hemskike, which sailed out of the Texel on the 1st of May, "and coming together to the Cape of Good Hope in August, were separated by a terrible storm. Four of them and a yacht put into the Isle of Maurice, east of Madagascar; the other two ships and yacht put into the Isle of St. Mary, to the east of Madagascar, where they made stay, but sailing thence, arrived on the 26th of November, 1598, before Bantam; and a month after them came the other four ships and yacht from the Island Maurice."

In 1614 Admiral Spilbergen, "a man of established reputation for his knowledge in maritime affairs" sailed in command of a fleet fitted out by the Dutch East India Company, composed of the *Great Sun*, *Full Moon*, *Huntsman*, and yacht *Sea Mew*, all of Amsterdam, and the *Aeolus* of Zeeland, and *Morning Star* of Rotterdam. They sailed out of the Texel, August 8th, with a strong gale from the southeast, and proceeded to the coast of South America, thence through the Straits of Magellan, capturing and plundering the Spanish ships that they fell in with, until July 10, 1615, when they sighted eight vessels which proved to be the Royal Fleet of Spain, commanded by Admiral Roderigo de Mendoza. A fierce battle ensued, in which the yacht *Sea Mew*, sunk the admiral's ship *St. Francis*, the remainder of the Spanish fleet, consisting of the *Jesu Maria*, *St. Anne*, *Carmelite*, *St. James*, *Rosery*, *St. Andrew*,

Carolina W. D. D.  
Amst. 1810.





and *St. Mary* being either destroyed or captured.

Other instances might be cited of the Dutch yachts of this period sailing upon distant and perilous voyages; historical records establish the fact beyond doubt or question.



## CHAPTER II

### HOLLAND AND NEW NETHERLAND

Henry Hudson and the yacht *Half Moon*—Hudson arrives at Sandy Hook and explores the North River—Voyage of Captain Adriaen Block, 1613—He loses the *Tiger* and builds the yacht *Onrust*, at Manhattan—Explores the Sound and discovers Block Island—Yachts of the Dutch West India Company—Yachts built and repaired in New Netherland—Lines of the *Sparrow Hawk*, wrecked on Cape Cod about 1620 and exhumed in 1863.

IN the year 1609, Henry Hudson, an Englishman, set sail from Amsterdam in command of the yacht, *Halve Maene*. She is known in history as the *Half Moon*, of eighty tons burden, and was owned by the Dutch East India Company. The object of this voyage was the discovery of a northern route to India, a vision that allured merchants and navigators of England and Holland at that period, and which was realized only during the latter part of the last century.

Hudson was an able navigator, and had attracted the attention of the directors of the Dutch East India Company by his two voyages from England in search of a northeast passage to India. Moreover, during one of these voyages he had reached a higher latitude than any previous explorer. Hence, the Dutch East India Company fitted out the *Half Moon*, and paid Hudson the sum of £64. sterling with which to provide an outfit. In case





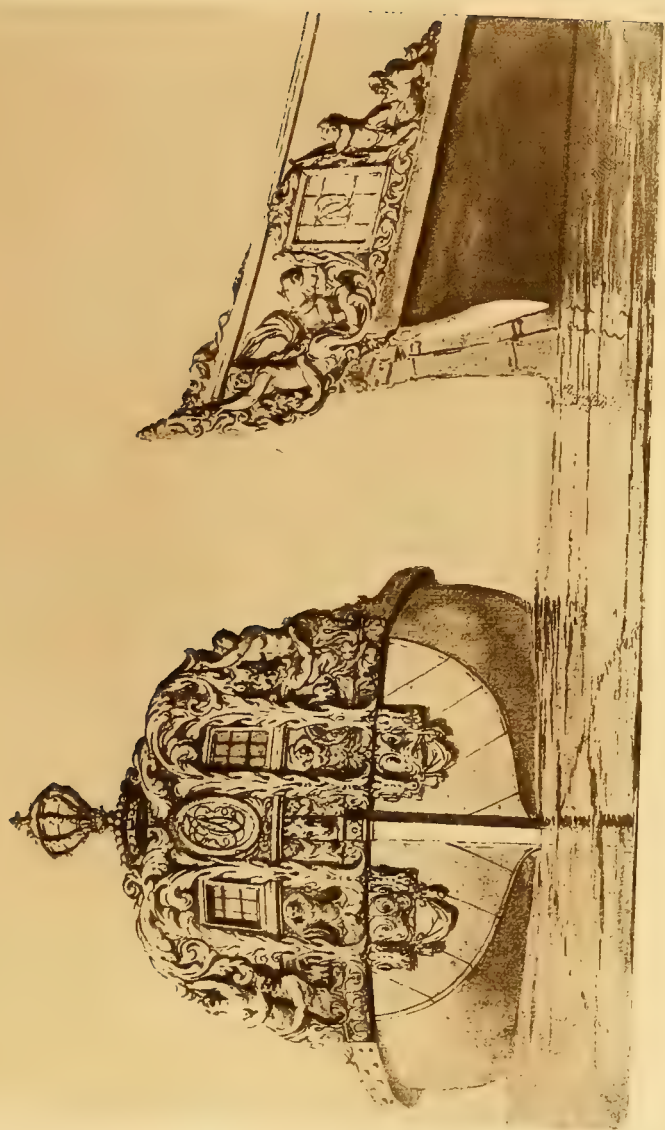
he lost his life the directors agreed to give his widow £16. sterling. But, on the other hand, if he found "the passage good and suitable for the company to use," they promised to reward Hudson "for his dangers, trouble, and knowledge, according to their discretion; with which the before-mentioned Hudson is content." Evidently he was a man easily satisfied.

On Saturday, April 4, 1609, the *Half Moon* sailed from Amsterdam, and on Monday, "by twelve of the clock," passed the Texel. She had a crew of sixteen hands, composed of English and Dutch sailors. The mate, Robert Juet, who acted as captain's clerk, was a Netherlander, and had sailed with Hudson as mate on his preceding voyage.

On May 5th they were off the North Cape, steering along the northern coast of Nova Zembla, when they were stopped by the ice. On May 14th Hudson decided to steer to the westward. Two weeks later he put into Stromo, one of the Faroe Islands, where, after filling his water-casks, he kept on his course to the westward and encountered heavy westerly gales with a high sea. On June 15th, in latitude 48, the *Half Moon* "spent overboard her foremast," and some of her sails were split and blown away. On July 2d she was on soundings off the Banks of Newfoundland, and on the following day Hudson sighted "a great fleet of Frenchmen which lay fishing on the Banks, but he spake with none of them. Soon after, it fell calm, and he allowed his own company to try for cod."

May 12th land was sighted ; and on the 18th the *Half Moon* anchored in a harbor, supposed to have been what is now known as Penobscot Bay, on the coast of Maine. After remaining there for a few days, and fitting a new foremast, Hudson steered away to the southward. On August 3d he approached the land and sent on shore five men, who returned with "rose trees and goodly grapes." Still steering to the southward, he made the mouth of King James River, in Virginia. He decided, then, to stand to the northward ; and, accordingly, on August 28th, he discovered a bay, now known as the Delaware. Passing the lower cape at noon, he saw shores stretching away to the northwest, and more land to the northeast. This he at first believed to be an island, but it proved to be the mainland of the second point of the bay. The remainder of the day was spent in taking soundings. The waters were found filled with shoals, and the *Half Moon*, though of light draft, struck several times upon the sands ; at sunset she anchored in eight fathoms.

The next morning, at daylight, Hudson got under way and continued his explorations. He stood toward the "norther land" and the *Half Moon* again "strooke ground" with her rudder. By this time Hudson came to the conclusion that this was not the road to India, so, taking formal possession of all the land he had seen, he stood off shore, rightly surmising, "from the strength of the current that set out and caused the accumulation of sands, that a large river discharged into the bay."







Steering along the coast to the northward, he sighted high land with a low arm of sand jutting out, inside of which he anchored on the evening of September 3, 1609. The *Half Moon*, accordingly, was in all probability the first European vessel—certainly the first yacht—that ever passed the land now known as Sandy Hook.

After exploring the noble river that bears his name, Hudson sailed for the Texel on October 4th, and on November 7th he put into Dartmouth, where his vessel was seized by the English Government, and the crew detained. For eight months she remained in England; then, under another commander, she reached Amsterdam during the summer of 1610. Four years after, in the spring of 1614, she sailed from Holland for the East Indies, and was wrecked and lost on the Island of Mauritius, March 6, 1615.

Hudson sailed on one more voyage of exploration, leaving England April 10, 1610, in command of the *Discoverie*, a vessel of 70 tons, when he penetrated the long straits, and discovered the great bay that bears his name. A mutiny broke out among the crew during the following summer, and Hudson, his son, and seven men were cast adrift in a shallop. The ringleaders and half the crew perished, and the ship was finally brought home to London. Hudson, however, was never heard of again.

During the four years that followed Hudson's discovery, several vessels sailed from Holland to New Netherland, to trade with the Indians and to

make further discoveries. At The Hague a company was formed, consisting of the following vessels and *schippers*: *Fortuyn*, Cornelis May; *Tiger*, Adriaen Block; *Fortune*, Henrick Corstiaenssen; *Little Fox*, Jan de With; *Nightingale*, Thys Volchertssen. Having loaded their vessels at New Netherland, all these skippers sailed, in the autumn of 1613, for home, excepting Adriaen Block. He was nearly ready for sea, when his vessel the *Tiger*—lying at anchor, laden with furs, in the harbor of Manhattan, just off the present Battery Place, at the foot of Greenwich Street—accidentally caught fire, and was damaged beyond repair.

Skipper Block and his crew found themselves in a serious dilemma. Too late in the season to expect any vessel from Holland, and there being at that time no huts or houses on Manhattan in which white men could pass a winter, their only alternative was to rely upon help from the Indians. And in this they were not disappointed; every kindness and assistance was shown to them. Block and his men at once built huts for shelter and protection from the cold, afterward he and his companions turned their attention to building a small vessel to replace the *Tiger*.

It seems probable that the *Tiger* was not entirely destroyed, but that a considerable part of her stores, fittings, rigging, and sails were saved. These were no doubt used in constructing the new vessel; especially the metal bolts, fastenings, and necessary tools; otherwise, it is difficult to see how she could have been built at all.





Along the shore of the North River, between the old Castle Garden and Rector Street, at that time was a high bluff covered with fine oaks, suitable for ship timber. Seeing that these could be easily lowered to the sandy beach below, the place was selected by Block for building his little vessel. Long afterward, there were flourishing ship-building yards along this strand, till the timber was all cut down, and the ridge, later, levelled.

Block and his companions suffered much from cold, and would have suffered from hunger also had not the kind-hearted Indians supplied them daily with food. Enabled thus to work through the dreary winter, they were, in the spring, ready to launch their little ship, known in history, according to De Laet, as the yacht *Onrust*, or *Restless*, of eight lasts, or sixteen tons burden; her length on deck, 44 feet 6 inches, and 38 feet on the keel, with 11 feet 6 inches beam. The *Onrust* was the first vessel built in this section of the country, and the second decked vessel built within the present limits of the United States; the first was the *Virginia*, of thirty tons burden, built at the mouth of the Kennebec River, in the year 1608.

When the *Onrust* was fitted out and ready for sea, Block sailed upon an exploring expedition through Hell Gate and the Sound, discovering Block Island, which bears his name. Then, six years before the Pilgrim ship *Mayflower* anchored in Plymouth harbor, he visited the unsettled shores of Massachusetts Bay. Subsequently, in 1616, Skipper Hendericksen sailed the *Onrust* into the



Delaware Bay and up the river above the Schuylkill. This happened, too, seventy years before William Penn settled in this region, the *Onrust*, therefore, being the first vessel to explore these waters. Lossing states that this vessel sailed for Holland with a cargo of furs; but what became of her does not appear.

In 1621 the Dutch West India Company obtained a charter "to colonize, govern, and defend New Netherland," and was expressly bound to "advance the peopling of those fruitful and unsettled parts." Accordingly in the spring of 1623, the ship *New Netherland*, of 260 tons burden, landed thirty families at Manhattan. This was the first attempt at the agricultural colonization of this territory, which became known as New Amsterdam—now the city of New York.

In New Netherland, the whole country being intersected by broad water-ways, yachts were quite as necessary as in Holland. Fortunately, then, upon looking through the old records of the Dutch West India Company, we obtain occasional glimpses of the yachts of that period.

Among the list of effects of the Dutch West India Company in New Netherland returned to the Government, September 4, 1626, are included eighty-one vessels. Twenty-four of these are yachts. Two of the entries read: "33 ships of 200 a 300 a 350 lasts, including 9 or 10 big and little yachts which the Company hath still lying here in port, provided with metal and iron guns, and all sorts of supplies of ammunition of war,





powder, muskets, arms, sabres, and whatever may be necessary for their equipment, which can be fitted for sea at the fourth part of their former cost, estimated, as more fully can be seen," and "3 yachts which your High Mightinesses promised to indemnify the Company for in guns, powder, and other munitions of war; as these are still wanting to complete the subsidy promised by the 40th article of the Charter and by divers acknowledgments made by your High Mightinesses, as to be seen in resolutions."

The following document has been preserved in the Dutch West India Company's records, covering the work done during the years of 1633 to 1638: "Return of the ships built and repaired in New Netherland during Wouter van Twiller's Administration.

"Before me, Cornelis van Tienhoven, Secretary of New Netherland, appeared in presence of the undersigned witnesses, Tyman Jansen, Ship-carpenter, about 36 years old, and with true Christian words in stead and promise of a solemn oath, if necessary, at the request of his Honor, Director-General Kief, declared, testified, and deposed that it is perfectly true that he, deponent, during the administration of Mr. Van Twiller has worked as ship's carpenter and has been engaged on all old and new work which Mr. Twiller ordered to be made, to wit:

"1633, the ship *Soutberck*, repaired and provided with new knees. Other carpenters have long worked on the ship *Hope of Greeningen* and

*Omlanden*. The yacht *Hope*, captured in 1632, by said Van Twiller, was entirely rebuilt and planked up higher. The yacht *Prins Willem* has been built. The yacht *Amsterdam* almost finished. A large open boat. In the yacht *Wesel* an orlop and caboose made. In the yacht *Vreede* the same. The boat *Omwal* at Fort Orange. The yacht with a mizzen sold to Barent Dircksen. The wood-cutters boat. Divers farm-boats and skiffs were sold to various parties. Also many boats and yawls made for the sloops. Moreover, the carpenters constantly repaired and caulked the old craft.

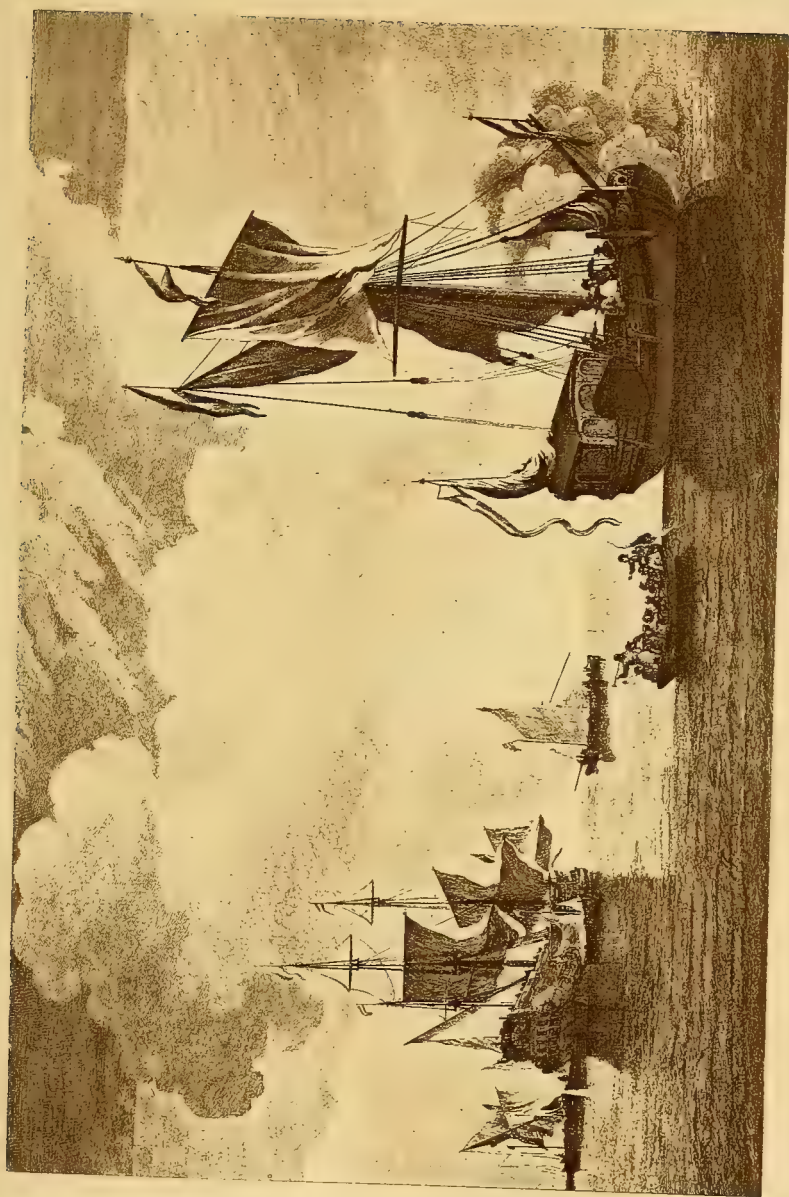
“All of which the deponent declares to be true, and to have testified and deposed at the aforesaid request to the best of his knowledge, without regard of persons, but only in the interest of truth.

WYBRANT PIETERSEN, } *as witnesses.*  
MAURITS JANSEN, }

X This is the mark of  
TYMEN JANSEN.”

In 1640 the Directors and Council, residing at New Amsterdam, received information that “some strollers and vagabonds” had landed at Schouts Bay, and had committed certain depredations. Hence: “In order to obtain good and correct report and assurance of the aforesaid, Jacobus van Curler, Commissary of cargoes, is sent thither with the yacht *Prins Willem*, who, coming to the place where their High Mightinesses Arms had been set up, hath found the same broken down; and on a









tree to which they were nailed was a fool's face carved in the stead of said Arms. All which aforesaid appeared strange to us, being a criminal offence against his Majesty, and tending to the disparagement of their High Mightinesses."

In 1649 the New Amsterdam yacht *St. Beninjo* is mentioned as being arrested in New England for some alleged irregularity, a long correspondence ensuing.

In 1650, it appears, hostilities continued in the West Indies after peace had been declared; evident by the following communication :

"To the High and Mighty Lords States-General of the United Netherlands.

"HIGH AND MIGHTY LORDS :

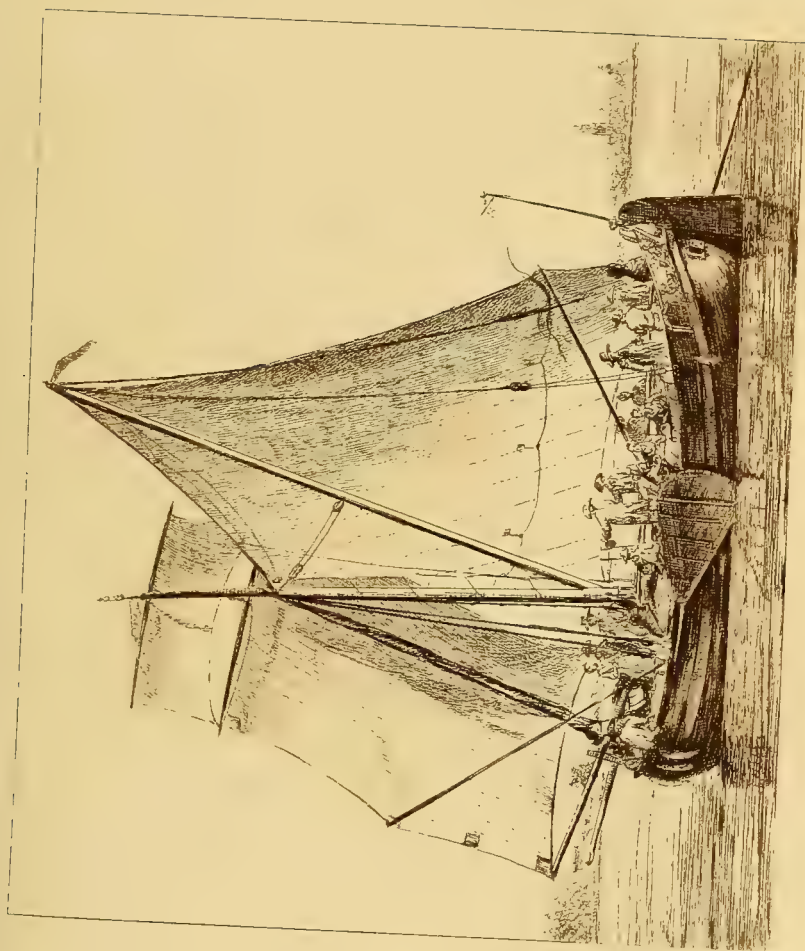
"The Delegates from New Netherland respectfully represent that they this day, the 12th April, 1650, received and had communication of a certain deposition of William Nobel, late Surgeon of Captain Blaeuw's yacht *La Garse*, stating that the Spaniards in the West Indies were ignorant of the peace, and that both sides still continued hostilities in those parts ; also that peace has never been proclaimed in New Netherlands."

On June 16, 1654, Governor Stuyvesant commissioned Carsten Jeroensen "to command the yacht *Haen* as skipper and chief, and to navigate her from New Amsterdam to the Island of Curacao." He also issued minute instructions for the voyage. The *Haen* was, however, subsequently captured by three Spanish ships, and taken into

St. Domingo, Jeroensen not arriving in Holland until 1657.

It is probable that at this period many private yachts were owned in New Amsterdam, else it is difficult to understand how communication could have been kept up, the first ferry to Long Island not having been established till 1637. It consisted of a skiff, which usually lay near the present Peck Slip, and was navigated by Cornelis Dinchen. He had a farm near by; and, summoned by the sound of a horn, hanging against a tree near the ferry, he came to transport passengers.

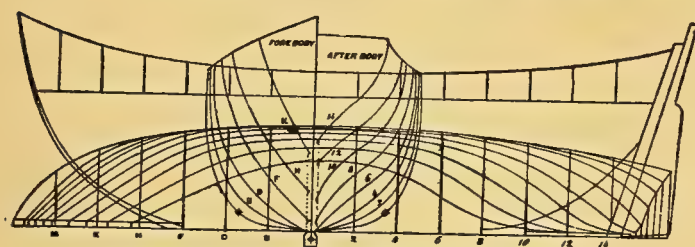
It should be remembered that there were farms and settlements scattered along the shores at a considerable distance from New Amsterdam. It is probable, therefore, that the sturdy Dutch colonists brought from Holland their quaint old customs on the water, as well as those on the land. No satisfactory record of them, however, has been preserved; and this is to be regretted. Notwithstanding, enough has been cited clearly to establish the fact that there were yachts, and many of them, in and about New Amsterdam during the seventeenth century, while New Netherland was occupied by the Dutch, and although no portraits or models of these vessels exist, we may still form an idea of their design and construction from a small vessel discovered among the sands of Cape Cod in 1863, and exhibited in Boston soon after. This vessel proved to be the *Sparrowhawk*, referred to in Governor Bradford's *History of Plymouth Plantation A. D. 1620-27*, stated to have





been cast away during that period. Her hull was found to be in an excellent state of preservation, excepting the iron fastenings, which had entirely rusted away. Her lines were taken off, and are here given, together with her dimensions.

In 1664, when New Netherland was ceded by Holland to Great Britain, the name was changed to



DRAFT of the PILGRIM SHIP SPARROW-HAWK.

BODY, SHEER, AND HALF BREADTH PLAN.

*Dimensions.—Length 40 feet, Breadth 12 feet, 10 inches, Depth 9 feet, 7 1/2 inches.*

New York. The population of New Amsterdam, then, was about 1500, the whole population of New Netherland numbering nearly 10,000. In 1673 the city was surprised and captured by a Dutch squadron and the former name restored; but in 1674, it was again ceded to Great Britain, and the name of New York resumed.



## CHAPTER III

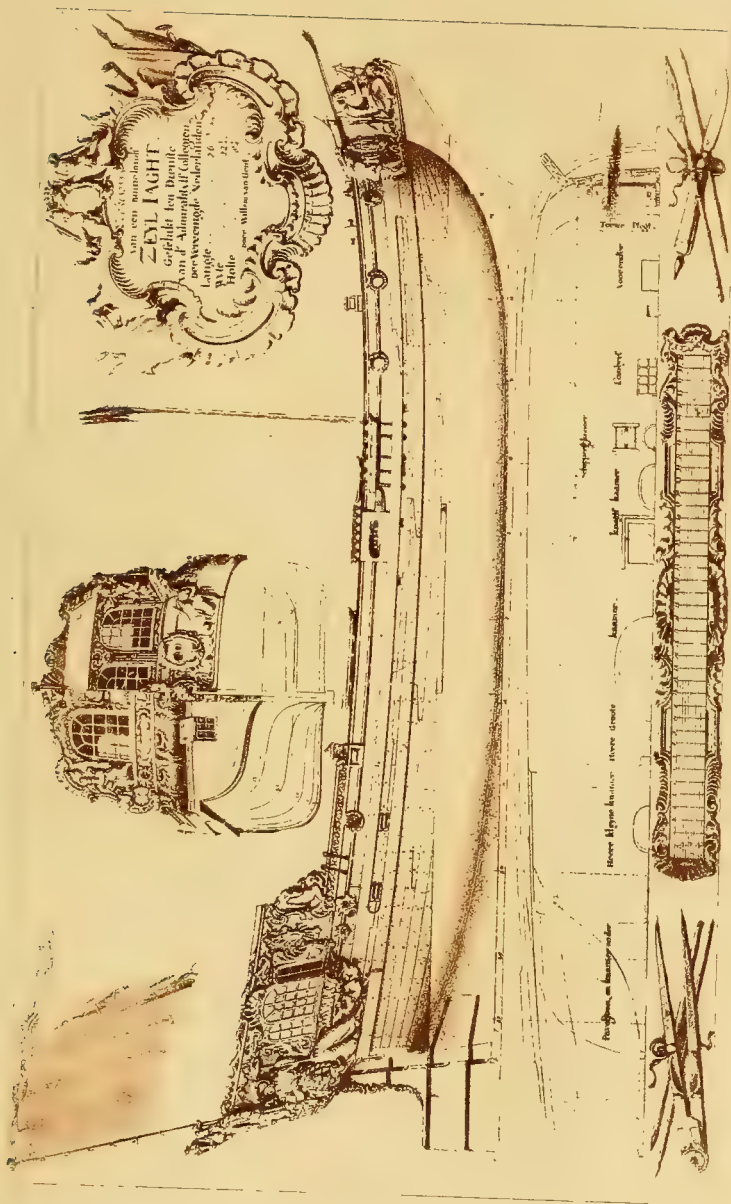
### KING CHARLES II. RETURNS TO ENGLAND

Prince Henry's pleasure ship *Disdain*, 1604—Shipbuilding, an "art or mystery"—Famous ships of this period—Origin of the frigate—Naval wars—Embarkation of Charles II., 1660, in a yacht owned by the Prince of Orange—Thirteen yachts in the cortège—The King re-embarks and lands in England—The Restoration.

**I**N 1603 King James I., son of Mary Queen of Scots, succeeded Queen Elizabeth. England and Scotland then became united under one flag, the red cross of St. George combining with the white cross of St. Andrew. This flag became known as the "Union Jack," a corruption of "Jacques," and so called in compliment to King James. In 1801, when Ireland was taken into the Union, the red diagonal cross of St. Patrick was added, the flag thus continuing to the present day.

In 1604 Phineas Pett, a member of the distinguished ship-building family, received instructions from Lord High-Admiral Howard to "build in all haste a miniature pleasure ship" for Prince Henry, the eldest son of King James. An account of this little vessel is given in a monograph of Phineas Pett, the manuscript being still preserved in the British Museum. The author thus describes the progress of this little ship :

"About January 15, 1604, a letter was sent post-



1632  
Zeyl Iaght  
van een hooftland  
getield tot dienste  
van d' Algemeenleijde Collegien  
der Westindische Oostindische  
Compagnie  
van Willem van der  
Helle

Compagnie

Konink

Konink

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haste to Chatham from my Honorable Lord Admiral Howard, commanding me with all possible speed to build a little vessel for the young Prince Henry to disport himself in about London bridge and acquaint his Grace with shipping and the manner of that element; setting me down the proportions and the manner of garnishing, which was to be like the work of the *Ark Royal*, battlementwise. This little ship was in length 28 feet by the keel, and in breadth 12 feet, garnished with painting and carving, both within board and without, very curiously, according to his Lordship's directions."

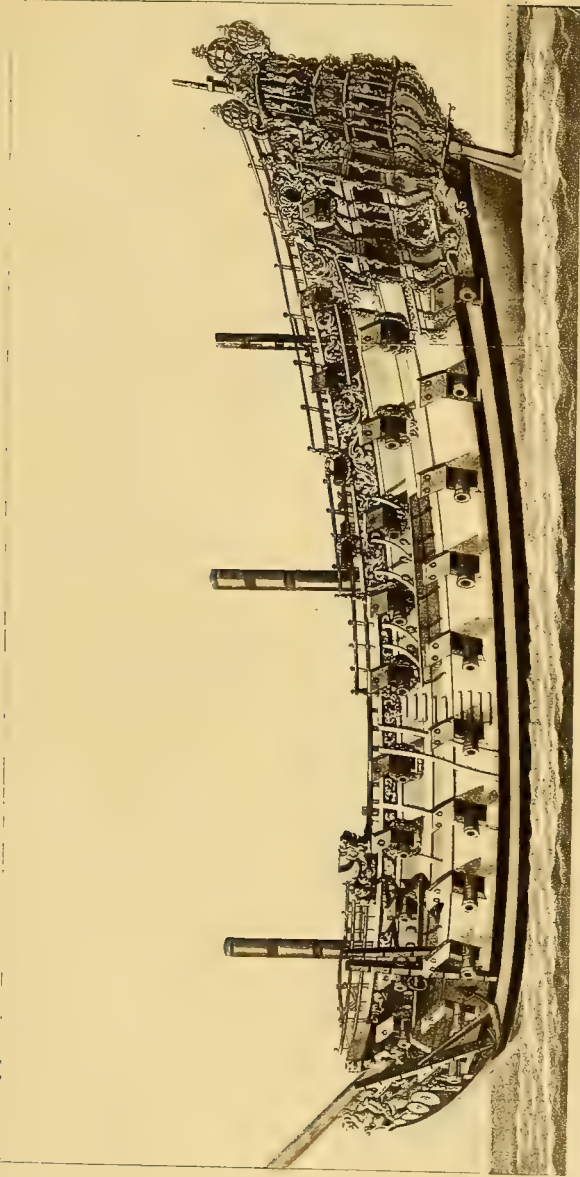
Pett "wrought night and day by torch and candle," and the little ship was launched March 6th, "with noise of drums, trumpets, and such like ceremonies." He was made captain of this royal vessel, which was "manned with almost all the boatswains of the navy, and other choice men," and was then sailed round into the Thames, where she arrived March 22d, and anchored off Blackwall. By order of the Lord Admiral, she was taken "right against the Tower before the King's lodgings," where she was visited by Prince Henry and the Lord High Admiral, who "took pleasure in beholding the ship, being furnished at all points with ensigns and pennants." A day or two later the Prince, with the Lord High Admiral and other noblemen, came on board, and Pett "weighed anchor and dropped down the river as low as Paul's Wharf where we anchored, and his Grace, according to the manner in such cases used, with a

great bowle of wine christened the ship and called her by the name of *Disdain*."

Pett was attached to the court of King James as Keeper and Captain of this craft. The young Prince Henry became fond of him, and before his death—in 1612—he interested himself in Pett's promotion. Nothing further is recorded concerning the *Disdain*, except that she appears in the Navy List of 1618, and is rated as being of thirty tons burden.

In the early part of the reign of King James I. the mercantile marine of England was much reduced, nearly all the commerce being carried on by foreign vessels. The English East India Company found in the merchants of Holland more formidable rivals than they had found in either the Portuguese or the Spaniards, but the merchants of London were so inspired by the profits of their voyages to India that the East India Company thereupon obtained a new charter in 1609 for fifteen years, and constructed a new vessel of 1200 tons burden, named the *Trades Increase*—the largest merchant-ship hitherto built in England. When she was launched, the Company gave a grand banquet, at which the dishes were of china-ware, a great novelty then in England, and "the King came down to a banquet on board of it, and put a chain of gold round the neck of the Governor."

The *Trades Increase* was commanded by Sir Henry Middleton, and had a pinnace attached to her, named the *Peppercorn*, of 250 tons burden, and a "victualling barque" of 180 tons; also a







tender named the *Darling*, of 90 tons. This fleet sailed for the East Indies, and the *Trades Increase* was wrecked and lost at Bantam; Middleton died on board of her. The English East India Company, however, persevered, and, among other vessels, sent the *Globe*, *Hector*, *Thomas*, *New Year's Gift*, *Merchants Hope*, and *Solomon* upon prosperous India voyages, until the profits of the Company in one year amounted to 236 per cent. on the capital invested.

In 1610 the *Royal Prince* was launched, at that time the largest ship that had been built in England. She is thus described by Stow: "A most goodly ship for warre, the keel whereof was 114 feet in length, and the cross-beam was 44 feet in length; she will carry 64 pieces of ordnance, and is of burthen 1400 tons. The great workmaster in building this ship was Master Phineas Pett, Gentlemen, some time Master of Arts at Emanuel College, Cambridge."

In 1612 the Shipwrights Company was incorporated by a charter granted to the "Master Warden and Commonalty of the Art or Mystery of Shipwrights"; and Phineas Pett was the first Master.

It is interesting to note that shipbuilding was regarded as "an art or mystery," and so continued for a considerable time. The first glimmering of science appeared during the reign of Charles II., and largely through the exertions and influence of the King.

In 1637 the *Sovereign of the Seas*, of 1637 tons

burden, built by Peter Pett, son of Phineas, was the first three-decker built in England. Her length over all was 232 feet, and her main breadth 48 feet ; she carried 126 guns. Later she was cut down one deck, and remained in the service till 1696, "with the character of the best man-of-war in the world." She was accidentally burned at Chatham. It appears to have been regarded as a remarkable coincidence, that the tonnage of this vessel was the same as the date of the year of her launching.

In 1646 Peter Pett built the *Constant Warwick*, of 315 tons burden, and 32 guns. This was the first frigate built in England, and Pett caused the fact of his being the inventor of the frigate to be engraved upon his tomb. Evelyn, in his diary, relates this conversation : "Sir Anthony Deane mentioned what exceeding advantage we of this Nation had by being the first who built frigates, the first of which ever built was that vessel which was afterwards called the *Constant Warwick*, and was the work of Pett at Chatham, for a trial of making a vessell which would sail swiftly. It was built with low decks, the guns lying near the water, and was so light and swift of sailing, that in a short time she had, ere the Dutch war was ended, taken as much money from privateers as would have laden her."

The dimensions of the *Constant Warwick* are given in *Pepys's Miscellanies*, as follows : Length of keel, 85 feet ; breadth, 26 feet 5 inches ; depth, 13 feet 2 inches ; carrying a crew of 140 men.

The *Constant Warwick* was, no doubt, the first





frigate built in England, but the name was of earlier origin as well as the vessel, and was first used in the Mediterranean. The English word frigate is from the Italian *Fregata*, which was originally a swift vessel without decks, used by the Rhodians, and propelled by sails and oars.

As we have seen, the *Disdain* was built during the reign of James I., whereas, the above mentioned are the principal ships built during the reign of King Charles I., and the period of the Commonwealth. No records of "pleasure-ships" appear during those gloomy and tempestuous years of England's history. The nation was occupied with other things.

During 1652-53 and 1665-66 the naval wars between England and Holland comprise some of the most desperate sea-battles that history records. In each of these wars the ultimate victory was with England's fleets, although it is probable that England was never so hard pressed on the sea as during those periods. Indeed, the defeat of the Armada was a parade compared to these sea-battles.

During the former of these wars (1652), the Dutch Admiral Tromp sailed down the English Channel with a broom at his mast-head, in token of his intention to sweep the flag of England from the seas. There is a tradition in the Isle of Thanet that the English Admiral Blake replied by hoisting the first long narrow pennant ever set: "A coach-whip to flog the Dutchmen home again," he called it. This is believed to have been the origin of this pennant. If England had her Blake, Rupert, and



Penn, Holland also had her Ruyter, Tromp and Evertsens, and the names and exploits of these great admirals live, and will continue to endure side by side with the illustrious seamen in all ages that have commanded fleets.

During the interval of peace between these great naval wars, Charles II. was called from Holland to ascend the throne of England. On May 1, 1660, Parliament, by acclamation, resolved upon this measure; and Pepys remarks that this day "will be remembered for the happiest May-day that hath been for many a year in England."

Charles was at Breda when the welcome invitation reached him, accompanied, as it was, with £50,000 voted by Parliament "for his present supply," the Guilds of London also sending £1000 each. These tangible tokens of loyalty were quite as acceptable, no doubt, as the crown; for King Charles, whether in exile or upon the throne, was always in need of money, a natural consequence of his habit of scattering gold with a lavish hand.

During his exile Charles had become a favorite with all classes in Holland. His cheerful, kindly ways, had gained him many devoted friends; so much so that when the news of his accession to the throne became known, the Prince of Orange, afterward King William III. of England, and many noblemen, determined to make his departure the occasion of a magnificent ovation. The finest yacht in Holland was placed at his disposal, on board of which he made the passage, from near Breda to Delft.





An account of the various ovations that Charles received was published by Adrian Vlackett, In Graven's Hage, 1660. Passing over the speeches, addresses, banquets, and military displays, we turn to the yachting trip :

“ The yacht on board of which the King sailed had been built for himself by the Prince of Orange, but now belongs to the Board of Admiralty of Rotterdam, and it was without doubt the finest of the little fleet, which consisted, without other ships, almost countless, of thirteen large yachts, which the persons of rank use in the rivers and on the sea, to pass from one province to another, for necessity as well as for pleasure.

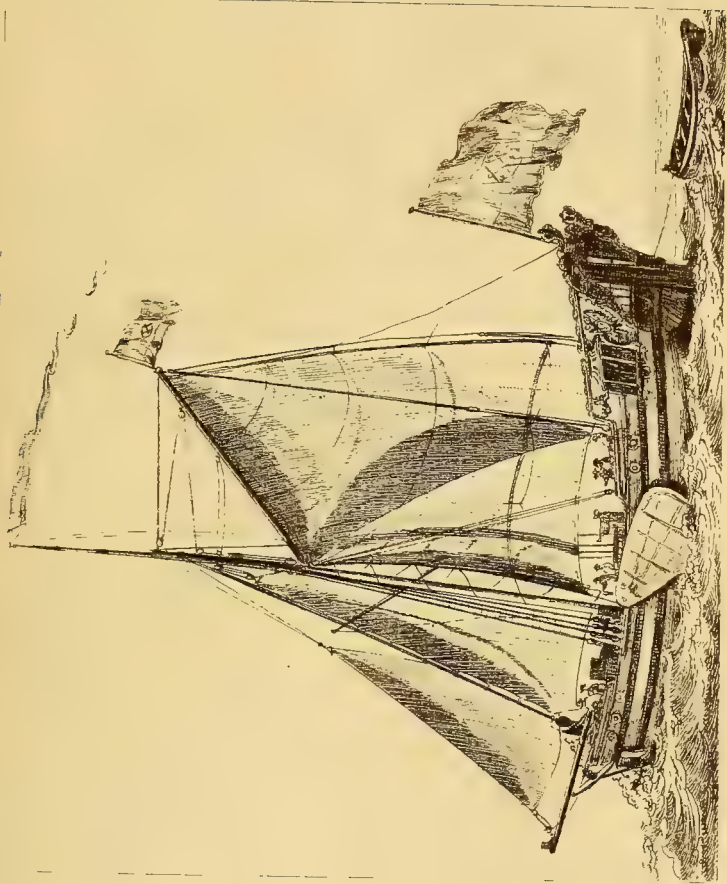
“ The King found his yacht so convenient and comfortable, that he remarked, while discoursing with the Deputies, that he might order one of the same style, so soon as he should arrive in England, to use on the River Thames. Mr. Van Vlooswyck, Burgermaster of Amsterdam, and one of the Deputies of the province of Holland, taking occasion to do a considerable service to his fatherland, said to the King that lately a yacht has been built in Amsterdam which was almost of the same size, and at least as handsome, and he took the liberty of presenting it to his Majesty, praying him to do a favor to the Magistrate by accepting it.

“ The King did not absolutely accept it, but at the same time did not refuse, so that on the advice which Mr. Van Vlooswyck gave to the Magistrate of what had passed, the yacht was bought, which the Board of Admiralty has now received from the

East India Company, and has been brought to an excellent state for giving pleasure to the great King, and to give it greater brilliancy, the Magistrate has had the interior of the cabins decorated and gilded, while some of the best artists have been engaged in making beautiful paintings and sculptures with which to embellish it within and without.

“No one would take upon himself the responsibility of distributing the yachts among the gentlemen of the Court, as it would have been impossible to please all equally, therefore, Mr. Van Beverweert prayed the King to have the goodness to make the distribution, leaving the deputies no other course than to obey the commands of his Majesty, which on this occasion was necessary. The King consented to take upon himself this trouble, and commanded that his brother, the Duke of York, should assume the function of Admiral, distributing the yachts as he might consider best, under authority, and at his pleasure.

“The Duke of York accordingly selected the yacht of the Princess Donariere of Orange for himself. The Duke of Gloucester had the yacht of the States of Holland. The Princess Royal one of the yachts of the Council of State, and the Deputies of the States General had another. The Deputies of the States of Holland went in the yacht belonging to Mr. Van Beverweert, who also took with him Dom Esteven de Gamarra, who met the King at Breda, not in his official capacity of Ambassador, but as a personal friend of his Majesty;







also the Earl of the Rhine, My Lord Craft, and many other English gentlemen.

“ The Chancellor of England, with his family, and Mr. Edward Nichols, one of the Secretaries of State, embarked on board the yacht *Power of Zeeland*. The Marquis of Ormond, Viceroy of Ireland, had the yacht of Captain Brouwer, and the Marquis of Worcester the yacht *Post of Zeeland*. My Lords St. John and Belles the yacht of the Lord of Wassenaer ; Sir de Charles, brother-in-law of General Monk, and his company, consisting of the Deputies of the Army, had the yacht of the town of Dortrecht. My Lord Gerard, and many English gentlemen, took the yacht of the Lord of Noortwyck, while the thirteenth yacht, belonging to the Prince of Orange, was reserved for the Princess Royal as her bed-chamber.

“ Each yacht had her own steward, cooks, and officers, who were in charge of the pantry, kitchen and wines, and those yachts which had not suitable kitchens on board, were accompanied by other vessels, wherein stoves for the kitchen had been provided, also ovens for baking, and there had been made provisions of so great a quantity of all kinds of food, game, comfitures, and wines, and all the tables were so fully served, that the stewards of the English lords, though accustomed to abundance, were astonished thereat, and confessed that they could not conceive by what means twenty or twenty-five great dishes for each table could be prepared on board the yachts and with the motion of the water.

“It was the intention of the King to dine when he came on board his yacht, and the steward, who was on board, in the service of the States of Holland, had the dinner prepared, but the wind was so strong that the Princess Royal, not being able to endure the motion of the yacht, was obliged to retire, whereupon the King asked the Captain if there was no way by which they might come under the lee of the land, in order to refresh the Princess, but the Captain answered that there was no shelter to be found before Dortrecht, where he expected he could come by half past one or two in the afternoon, so the squadron of yachts got under way and all sail was carried in this hope.

“Nevertheless, it was nearly four o'clock in the afternoon when Dortrecht was passed; the walls and quay were full of Burgers, who were placed there under arms, and a battery of heavy artillery, with which many salutes were given, as well as with the musketry, as long as the fleet was passing, and also afterwards, as long as the flags of the yachts could be seen, which carried the person of the King and the whole Royal House.”

The yachts stopped for a short time at Rotterdam, and a picture is here given of the fleet, taken from the celebrated painting by Verschuring. No reproduction, however, can convey the beauty of this picture. The yacht that carried King Charles is in the foreground, near the centre of the picture, her stern and quarters superbly ornamented with sculpture, embellished with gold, blue, orange, and red.





Charles landed at Delft and proceeded to Scheveningen, where he and his numerous attendants boarded the fleet, which was to convey them to England, and a beautiful state barge was provided for the King to go on board the *Royal Charles*, 80 guns.

The *Royal Charles* was escorted by a large fleet, and the King landed at Dover May 25th. He entered London May 29, 1660—his birthday, also—"the ways strew'd with flowers, the bells ringing, the streets hung with tapestry, and fountains running with wine, and 20,000 horse and foot brandishing their swords and shouting with inexpressible joy."



## CHAPTER IV

### EARLY ENGLISH YACHTS

Pepys's *Diary* and *Naval History* — Evelyn's *Diary* — The yacht *Mary* — First use of the word yacht in English literature — The King's yacht *Catherine* — Use of lead for ballast — Holland duck for sails — The Duke of York's yacht *Anne* — The Dutch yacht *Bezan* — Progress in ship building — Calculating a ship's displacement — The King's interest in maritime affairs — Yacht race between the King and the Duke of York — The *Besano*, *Jamie*, *Charles*, and *Experiment* — The Royal Society and Sir William Petty's inventions — Catamarans — The "versatile keel" — Propelling power in a ship, and copying machines — Petty's epitaph.

KING CHARLES appears to have possessed a genius for amusing himself; he is known in history as the "Merry Monarch." Fortunately, yachting was one of his pleasures, and it seems reasonable to suppose that during his exile, some seventeen years, and while in Holland, he acquired a knowledge of yachts and yachting. The first yacht ever known in England as such was the one that, as we have seen, was presented to King Charles II. before his departure from Holland. In due course, she came to England, together with her appellation.

Concerning the yachts of England at that period, we are indebted to Samuel Pepys, John Evelyn, and the Admiralty and State papers, for nearly all our information, but chiefly to Pepys, who was Clerk of the Acts, and subsequently Secretary to

the Admiralty. These positions gave him the opportunity, which he improved, of understanding the building of yachts, their cost, equipment, and exploits, all of which he recorded in voluminous writing, preserved in Magdalene College, Cambridge, and which comprise almost all the data obtainable concerning maritime affairs in England, during the reign of King Charles II. The most important manuscripts were those prepared for his intended *History of the Navy*, among which are the Admiralty Letters, Naval Presidents, Miscellanies, and Naval Minutes; but it is in his *Diary* that we know Pepys at his best, with his quaint and graphic manner of description, so agreeable, and revealing those redeeming human weaknesses, that are at once pleasing and consoling to contemplate.

Samuel Pepys was born in February 23, 1632; was educated at St. Paul's School, and, afterward, at the University of Cambridge. In the register book of the College the following entry appears: "October 21, 1653. Mem. That Pepys and Hind were solemnly admonished by himself and Mr. Hill for having been scandalously overserved with drink ye night before. This was done in the presence of all the fellows then resident, in Mr. Hill's chamber. (signed) John Wood, Register." Evidently, Pepys in his undergraduate days, as in after life, was a *bon vivant*.

Pepys and Evelyn were life-long friends, and frequently visited each other. Evelyn records under date of September 22, 1700: "I went to visit Mr. Pepys at Clapham where he has a very

noble and wonderful well-furnished house, especially with India and Chinese curiosities. The offices and gardens well accommodated for pleasure and retirement."

Pepys rescued a great deal of naval history from the records in the Tower, and owned many fine models and historical paintings of ships, which he collected with good judgment and untiring industry.

John Evelyn, to whom we are also indebted for much valuable information, was born at Watton, Surrey, October 31, 1620. In 1640 he came to London to study law, but soon tired of it, and made an extended tour through Holland and Belgium. His *Diary* gives an interesting description of the yachts of that period. Under date of October 1, 1641, he writes: "I tooke leave of sweete Antwerp, as late as it was, embarquing for Bruxelles on the Scheld, in a vessel which delivered us to a second boate (in another river) drawn or tow'd by horses. In this passage we frequently chang'd our barge, by reason of the bridges thwarting our course. Here I observed numerous families inhabiting their vessels, and floating dwellings, so built and divided by cabins, as few houses on land enjoy's better accommodation, stor'd with all sorts of utensills, neate chambers, a pretty parlour, and kept so sweete that nothing could be more refreshing. The rivers on which they are drawne are very clear & still waters, and passe through a most pleasant country on both the bankes. We had in our boate a very

good ordinary and excellent company." On his return home Evelyn gives a picture of travelling by sea in those days, and records under date of October 14, 1641: "From hence the next day, I marched three English miles towards the pack-boate, being a pretty fregat of six guns, which embarked us for England about three in the afternoon. At our going off, the Fort against which our pinnace ankered saluted my Lord Marshall with twelve greate guns, while we answered with three. Not having the wind favourable, we ankered that night before Calais. About mid-night we weighed and at four in the morning, tho' not far from Dover, we could not make the peere till four in the afternoon, the wind proving contrary and driving us Westward; but at last we got on shore Oct. the 12th."

To the writings of Pepys and Evelyn we are indebted, not only for almost everything known concerning yachts and yachting at this period, but also for the daily lives and customs of the English people during this era, which may be regarded as the opening years in the history of modern England. It was during the reign of King Charles II., and largely through his influence and efforts, that England took her first infant steps in scientific knowledge as applied to naval architecture.

On August 15, 1660, Pepys records: "To the office, and after dinner by water to White Hall, where I found the King gone this morning by five of the clock to see a Dutch pleasure-boat below bridge where he dines, and my Lord with him, the

King do tire all his people that are about him with early rising since he came."

The Dutch pleasure-boat was the yacht *Mary*, which, as we have seen, was presented to King Charles upon his departure from Holland. Pepys records the fact as follows: "In the year '60 the Dutch gave his Majesty a yacht called the *Mary*, from whence came the improvements of our present yachts; for until that time we had not heard of such a name in England" (*Naval Minutes*, p. 267). Evelyn also writes in his diary under date of October 1, 1661: "I sailed this morning with his Majesty in one of his yachts or pleasure-boats, vessels not known among us till the Dutch East India Company presented that curious piece to the King."

The dimensions of the *Mary* were: Length of keel, 52 feet; breadth, 19 feet; depth, 7 feet 7 inches; draught, 10 feet; and 100 tons burden. The length of keel, or "as she treads the ground," is given in all the measurements of yachts at that period, to which should be added from ten to fifteen per cent. for the length over all. The *Mary* carried 8 guns and a crew of 30 men.

The portrait here reproduced—from an unfinished drawing in India ink by Jan Beerstraten—is of a yacht with the royal arms of England on her stern. The artist died in 1666 at Amsterdam, where, as we have seen, the *Mary* was built. It seems probable, therefore, that this is her portrait before she left Holland. If so, it is the only one extant.

Judging from the people about her deck, the







length of mast, and the height of freeboard, this yacht, answers the description of the *Mary* as to tonnage—she also carries 8 guns. Her hull, being foreshortened, renders it difficult to form an opinion as to her length. The drawing has no date or writing upon it, but all the facts tend to warrant the belief that this is an unfinished portrait of the *Mary*.

It is pleasant to reflect upon the fact of the young monarch turning out and going down the river "by five of the clock" on that August morning so long ago, eager to see his new yacht. It is also pleasant to know that there are many young yachtsmen to-day—and, for that matter, old ones too—who would do the same thing, or something very much like it; for what yachtsman has not felt a keen pleasure upon seeing his yacht for the first time, either building, fitting out, ready for sea, or after an absence from her; a feeling only less joyful than would be his delight at meeting the lady of his love.

The *Admiralty Papers* record on November 3, 1660, an "Estimate by Peter Pett of the charges of building a new yacht of eighty tons for the King at Deptford; total 1335 pounds sterling." This appears to be the first record of the use of the word "yacht" in English literature.

On November 8, 1660, Pepys records that, "In the afternoon Commissioner Pett and I went on board the yacht (*Mary*), which indeed is one of the finest things that I ever saw for neatness and room in so small a vessel, Mr. Pett is to make one

to outdo this for the honour of his country, which I fear he will scarce better." And on January 13, 1661: "So to the Globe to dinner, and then with Commissioner Pett to his lodging there, which he had for the present to be near his important business while he is building the King's yacht, which will be a pretty thing, and beyond the Dutchman." And on January 15th: "The King hath been this afternoon to Deptford to see the yacht which Commissioner Pett is building, which will be very pretty, as also that his brother at Woolwich is making."

The yacht at Woolwich was being built by Christopher Pett, who was ten years younger than his brother, Commissioner Peter Pett. On December 19, 1660, Christopher Pett complains to the Board of Naval Commissioners, that he "has no timber for his Highness' pleasure yacht." And again on the 28th that he "wants planks for his Highness' pleasure yacht: purveyor should be quickened." And on February 4, 1661, he appears to be getting somewhat uneasy about his sails, and dictates to the Naval Commissioners exactly what he requires, as follows: "Holland duck is the best canvas for sails for the Duke of York's pleasure yacht now building, the same as is to be bought for the King's new yacht now at Deptford."

The zealous master-shipwright, Christopher Pett, was no doubt greatly delayed and annoyed in many ways through the jealousy of his brother the Commissioner. This can be traced in the official records; and Pepys also refers to this





matter. Christopher Pett, sorely vexed, on March 28, 1661, writes to the Commissioners that he wishes "the workmen-carvers Thomas Eaton and Richard Swain severely punished for contempt; they know the great necessity there is for them, and that the vessel cannot be finished at the time prefixed." However, on April 12th, the Duke of York orders the yacht launched, "though the joiners and carvers are not completed." The King's yacht also was launched about the same time.

On May 12, 1661, Christopher Pett makes the following requisition upon the Navy Commissioners: "Six tons of *old shot* from the Tower for ballast for the Duke of York's yacht, and hurry the *lead* for ballast."

The italics are mine, but the shot and lead ballast were Christopher Pett's nearly two centuries and a half ago. When, therefore, we reflect that well into the last century, crack racing-yachts in England and America were ballasted with pig iron and iron ore, and in 1851 the *America* had iron ballast moulded to fit her floors and frames—at that time an extravagant novelty—and that only of late years lead ballast has come into general use as a modern improvement, we may well be cautious in accepting anything as new. It is interesting also to note Christopher Pett's anxiety with regard to the quality of canvas for the sails of the new yacht; also that he knew just what kind of canvas the rival yacht was to have. Indeed, all of his communications to the Naval Commissioners read



strangely modern ; showing, too, that though yachts have changed, human nature has remained pretty much as it was. And while we sympathize with Christopher Pett in his annoyance and delay in obtaining what he required from the Commissioners, it was still fortunate ; otherwise, these interesting details would, like so many others, be lost in oblivion.

One of the new yachts was the *Catherine*, built for King Charles by Commissioner Peter Pett at Deptford, and named for the Queen. Length of keel, 49 feet ; breadth, 19 feet ; depth, 7 feet ; draught, 7 feet ; 94 tons burden. The other yacht was the *Anne*, built by Christopher Pett at Woolwich, for the King's brother William, Duke of York, and named for the Duchess of York. Length of keel, 52 feet ; breadth, 19 feet ; depth, 7 feet ; draught, 7 feet ; 100 tons burden. Each of these yachts carried 8 guns and a crew of 30 men.

By comparing the dimensions, it will be seen that the new yachts were close copies of the *Mary*. The *Catherine* was three feet shorter on the keel, but may have been the same length on the water-line, as her beam was the same, with 7 inches less depth of hold ; while the *Anne* was the same length on the keel, and the same beam, with 7 inches less depth of hold. Both latter yachts, however, drew 3 feet less water, which is difficult to explain. The *Mary* was certainly fitted with lee-boards, and if the draught of these yachts were reversed, we might suppose that the Petts had abandoned the lee-boards in favor of a deeper hull, but the *Mary*

had by 3 feet the greater draught, with only 7 inches more depth of hold.

And so yacht-building in England began in a truly characteristic English way. The yachts were built by brothers for brothers, and were named for the wives of their owners; and we find that the sagacious Pepys, on his first examination of the *Mary*, had a fear that the yacht to be built by Commissioner Pett, "for the honour of his country," would "scarce better" her. However, the dinner at the Globe with the Commissioner, and a visit to the new yacht, removed this fear, and made him hopeful, so that he is able to record his opinion that she will prove "beyond the Dutchman." This is by no means a solitary instance in English history of a dinner—provided it be a good one—inspiring hope and even confidence.

May 21st, Pepys writes: "So took barge again and were overtaken by the King in his barge, he having been down the river with his yacht this day for pleasure to try it, and as I hear, Commissioner Pett's do prove better than the Dutch one, and that his brother built." It now begins to appear evident that the dinner at the Globe must have been an excellent one.

Still, after this trial trip, and probably others, and notwithstanding the flattering accounts chronicled by Pepys, the King, who had a very good idea of what a yacht ought to be, was by no means satisfied with the new yacht's performance. On June 4th Commissioner Pett's troubles began; for on that date the King required new sails, and

requested the Commissioners to "bargain for the cloth and order the putting of them in hand." On the following day Commissioner Pett repeated the order from the Chatham dockyard as follows: "New sails and four tons of musket shot required for ballast for the king's new yacht."

A whole new suit of sails within two months after launching! This appears decidedly modern, especially when we remember that up to the last quarter of the nineteenth century a racing-yacht's sails were supposed to last three seasons. It is only indeed of late years that racing-yachts have had a new suit of sails each season; although, for the America's Cup contests, yachts during the last decade have been provided with almost as many spare racing-sails as a Newport belle is provided with frocks.

The fleet had another addition this year in the *Bezan*, a small yacht; length of keel, 34 feet; breadth, 14 feet; depth, 7 feet; draught, 3 feet 6 inches; she came from Holland and was given to the King by the Dutch, but exactly by whom, is not recorded.

June 13th, Pepys relates that "with my Lord Sandwich visited the Deptford dockyard and went aboard the Dutch yacht, by and by we came to Greenwich and thinking to have gone on the King's yacht, the King was in her, so we passed by, and at Woolwich went on shore, I home and with wine enough in my head."

At this time it appears that the King was providing himself with pleasure-craft for all occasions,

as Pepys mentions under date of September 12th : "In my way upon the Thames, I saw the King's new pleasure-boat that is come now for the King to take pleasure in above bridge ; and also two Gundaloes that are lately bought, which are very rich and fine."

September 14th, Sir R. Slingsby made up a barge-party of ladies and gentlemen, including Pepys and his wife, and took them to see the yachts of the King and the Duke. Pepys records that they had "great pleasure in seeing all four yachts—these two and the Dutch ones." That is, this little fleet was composed of the King's new yacht *Catherine*, the Duke of York's new yacht *Anne*, and the King's Dutch yachts *Mary* and *Bezan*. And this is the first record of a squadron of yachts in England.

The King and Duke of York were wholly different in temperament, as brothers frequently are. Charles appears to have been a man of unusual intelligence and ability, good-natured and generous ; regarding things in general, and particularly human nature, as problems not to be taken too seriously or from which much could be expected. In a proper light, he viewed them rather as subjects from which much amusement might be derived. He was a man of refined tastes, who exerted himself toward introducing art and science into England. Flattery he detested. Once, also, he declared to Bishop Burnett that he looked upon "falsehood and cruelty as the greatest crimes in the sight of God."

Having a natural taste and liking for vessels, it almost follows that Charles was fond of being on the water. He possessed also an exceedingly good knowledge of ships. And all historians concur in the fact that he had a strong inclination for philosophical pursuits and mechanics, and that at any time, in any place, with any person, he would discourse upon his favorite hobby—naval affairs and shipbuilding. “It was his only pleasure,” said the Duke of Buckingham. Indeed, during the early part of the reign of Charles, two-thirds of the money granted him by Parliament was expended upon his Navy. Furthermore, according to Pepys, “he possessed a transcendent mastery of all maritime knowledge,” and “two leagues’ travel at sea was more pleasure to him than twenty by land.” It is also recorded that the King “usually attended the launching of a new ship, the day being specially arranged to suit his convenience; and that he was accustomed to visit the dockyards on other occasions also.” We find him desiring “for his own satisfaction and use to have an account of the Just Rake of all the upright-stemmed ships in his Royal Navy, and the present seat of each ship’s main mast.” He also was much interested in establishing the Royal Philosophical Society, to which he presented Irish lands,—intended as a substantial gift.

We must remember that shipbuilding then was believed to descend from father to son in some occult manner. In this respect the family of Petts was thought to be especially favored. Peter



and Christopher, as already noted, held good dock-yard positions, and were descended from one Pett who had been master-shipwright at Deptford in the reign of Edward VI. Their cousin, Joseph Pett, also was master-shipwright at Chatham; another cousin, Richard Holborne, was master-mastmaker; and a brother, Phineas, Master of the Shipwright's Company. These men, no doubt, were good, practical shipbuilders; innocent, however, of any mathematical knowledge, yet supposed to possess the "art or mystery," which they were always bound by indentures to impart to their apprentices.

Their envious contemporaries called them the "indestructible Petts"; but they gallantly kept on serving their country, sticking to their posts like South-Sea barnacles.

King Charles had a bent for natural science, and, by his own efforts,—and more by encouraging others,—did much to dispel the "art or mystery" superstition relative to shipbuilding. It was during his reign that Sir Anthony Deane first calculated a vessel's displacement, thus described by Pepys, under date of May 19, 1666:

"Mr. Deane and I did discourse about his ship *Rupert*, built by him there, which succeeds so well that he hath got great honor by it, and I have some by recommending him; the King, Duke, and everybody saying it is the best ship that was ever built; and then he fell to explain to me his manner of casting the draught of water which a ship will draw beforehand; which is a secret the King and all admire in him; and he is the first that hath



come to any certainty beforehand foretelling the draught of water of a ship before she be launched." This was the first step, and an important one, in the science of shipbuilding.

If it be a fact that only a humorist is able to enjoy hearing his own follies satirized, then Charles was a true humorist. To illustrate briefly : One day he requested his witty favorite, the Earl of Rochester, to compose his epitaph, and this is the result :

" Here lies our Sovereign lord and King  
Whose word no man relied on,  
Who never said a foolish thing  
And never did a wise one."

With his usual good humor Charles laughed heartily upon reading it. He deemed it an excellent joke. He remarked, however, that "The matter was easily accounted for, as his discourse was his own, his actions his ministry's."

James was a man who, to put it mildly, was self-contained ; who took himself and everything about him quite seriously. Moreover, he does not appear to have had any of the brilliant and attractive mental qualities possessed by his brother. Some decidedly amusing stories are related that tend to illustrate the relationship existing between them : One of them is : One morning, after taking two or three turns in St. James Park, the King, attended only by the Duke of Leeds and Lord Cromarty, strolled up Constitution Hill to Hyde Park. While they were crossing the road where Apsley

House now stands, the Duke of York, who had been hunting that morning on Hounslow Heath, was seen returning in his coach, escorted by a party of the guards. As soon as they recognized the King, they suddenly halted and stopped the coach; the Duke of York saluted his brother, and said, he was greatly surprised to find his Majesty in that place with so small an attendance, and he thought his Majesty exposed himself to much danger. "No kind of danger, James," replied Charles; "for I am sure no man in England will take away my life to make you King." In his old age, Lord Cromarty was fond of relating this anecdote to his friends.

At another time, alluding to the amours of the Duke of York and to the plain looks of his favorites, Charles remarked that "he believed his brother had his mistresses given him by his priests for penance."

Still, these brothers managed to get on fairly well, the one bond of sympathy between them seeming to have been their fondness for the sea and for maritime affairs. The new yachts gave them an opportunity for fraternal rivalry also, and excitement no doubt ran high in Court-circles and along the banks of the Thames when it became known that the royal brothers had made a match to sail their yachts for a wager of £100. This classic event in yachting history is thus described by Evelyn:

"October 1, 1661. I had sailed this morning with his Majesty in one of the yachts, or pleasure-

boats, vessels not known among us till the Dutch East India Company presented that curious piece to the King ; being very excellent sailing vessels. It was on a wager between his other new pleasure-boat—built frigate-like—and one of the Duke of York's ; the wager 100 pounds sterling ; the race from Greenwich to Gravesend and back. The King lost in going, the wind being contrary, but saved stakes in returning. There were divers noble persons and Lords on board, his Majesty sometimes steering himself. His barge and kitchen-boat attended. I brake fast this morning with the King at return in his smaller vessel, he being pleased to take me and only four more, who were noblemen, with him ; but dined in his yacht where we ate together with his Majesty."

That is the only known account of the race ; and it is by no means clear or satisfactory. The Encyclopædia Britannica (ninth edition) states that " In that year (1662) the *Famie* was matched for £100 against a small Dutch yacht, under the Duke of York, from Greenwich to Gravesend and back, and beat her, the King steering part of the time—apparently, the first record of a yacht match and of amateur helmsmen."

This must be an error, as the only match sailed at that period of which any record appears, was in 1661, as stated by Evelyn. There can be no doubt that "his (the King's) other new pleasure-boat, built frigate-like," was the *Katherine*, the only other new pleasure-boats being the *Bezan* and the boat that Pepys records having seen going up

the river ; but they were not built frigate-like, and the *Mary* at that time was not new. The Duke of York had only one yacht, the *Anne* ; so it is difficult to understand how the *Jamie* could have sailed a match in 1661. She was not even launched, as we shall presently see, until 1662 ; hence, there can be no question that this first yacht race was sailed between the *Katherine* and the *Anne*.

“ The King lost in going, the wind being contrary, but saved stakes in returning.” This is rather vague, and leaves us in doubt as to who really won the match. If the King won, it would have been natural for Evelyn to say that he “gained” or “won” stakes in returning. How he could have “saved” stakes is hard to imagine, unless the match was arranged to be sailed first from Greenwich to Gravesend, and then to make a fresh start from Gravesend to Greenwich, in which case the match may have been called off at Gravesend. The King, satisfied that the *Anne* was the faster yacht, may, in this way have “saved” stakes. How he could have done so otherwise, it is difficult to understand.

And there is one significant fact in connection with this match. Pepys nowhere makes mention of it. Accordingly, the only reasonable supposition of his silence seems to be that the yacht of his friend the Commissioner, who had built her “for the honour of his country,” and from which Pepys,—after the dinner,—had expected so much, had suffered a humiliating defeat, Pepys therefore

preferring to ignore the whole matter. For he certainly must have known of this match ; and probably saw it. It was also, no doubt, a subject of general gossip at the Court, and about every London inn and tavern.

Evelyn sailed with the King. Therefore, it is within bounds to suppose that both he and Pepys hoped and expected that the King's yacht would be successful. Hence, if she had won, we should probably have heard of it ; for no two men in England were better qualified to express their ideas in a manner not to be misunderstood.

"His barge and kitchen-boat attended" is a phrase that calls to mind the energetic tug and patient tender attached to racing-yachts of the present, and is the one slender thread that connects this ancient racing-yacht with her young and beautiful sisters of to-day.

Early in 1662 the accounts for "adorning, carving, gilding, and painting" the King's new yachts appear in the records. Sir Robert Howard was paid on January 6th "three hundred pounds sterling for painting and adorning the King's yacht" ; and on February 8th, four hundred and fifty pounds sterling was paid for similar work on another royal yacht. On March 5th, Christopher Pett writes to the Navy Commissioners that "Mr. Walker will gild and adorn the King's new *Besano* yacht for one hundred and sixty pounds sterling." Now, at that time, carvers, gilders, and painters were paid two shillings and six pence per day, which rate—allowing for material and a contractor's profit of ten per



cent.—gives an idea of the extent to which the embellishment of yachts was carried in the days of King Charles II.

In 1662 two small yachts were added to the fleet: the *Jamie*, built at Lambeth; length of keel, 31 feet; breadth, 12 feet 6 inches; depth 6 feet; draught, 3 feet 6 inches; 25 tons burden; and the *Charles*, built at Woolwich by Christopher Pett; length of keel, 36 feet; breadth, 14 feet 2 inches; depth, 7 feet; draught, 6 feet; 38 tons burden. The *Jamie* carried a crew of four men and four guns, the *Charles* a crew of ten men and six guns.

The accounts of the cost of yachts at this period, filed with the Admiralty, are of interest. The records of September 8, 1662, show that Christopher Pett's charges for building the *Charles* were £722.1.5., and for the Duke of York's *Anne*, built the year before, £1815.2.4.

July 4, 1662, Pepys studies mathematics and "begins with the multiplication table." And on August 11th master-shipwright Deane promises to enlighten him concerning the details of shipbuilding. And no doubt he did so. However, on July 12, 1663, Pepys encounters the "mystery" of the art at Chatham; for on that date, he records as follows: "Commissioner Pett showed me alone his bodies (draughts) as a secret, which I found afterwards by discourse with Sir J. Minnes, that he had shown them to him, wherein he seems to suppose great mystery in the nature of lines to be hid, but I do not understand it at all, Commissioner Pett is a man of words," and the like.



Pepys evidently resents the attempt of Commissioner Pett to impose upon his credulity, and a coolness is afterwards noticeable in Pepys's allusions to the Commissioner. It culminates in 1667, when he does not scruple to stigmatize Pett as "a rogue," "a fawning rogue," "a knave," and in other terms of disapproval. It is probable that Sir Anthony Deane really taught Pepys a good deal about shipbuilding. If so, it is indeed fortunate, as Pepys's writings are of value from his knowledge thereof.

While visiting Lambeth, August 13, 1662, Pepys mentions that he saw "the little pleasure-boat in building by the King, my Lord Brouncker, and the virtuosoës of the town, according to new lines, which Mr. Peter Pett cries up mightily; but how it will prove we shall soon see."

He did not remain in doubt very long; for, on September 5th, while on one of his official pleasure trips on the river, Pepys saw this new yacht, the *Jamie*, "set out from Greenwich, with the little Dutch *Bezan*, to try for mastery; and before they got to Woolwich the Dutch beat them half a mile; and I hear that in coming home it got above three miles; which all our people are glad of."

By "our people" Pepys meant the officials at the Admiralty Office. No doubt they were disturbed by outsiders interfering in business that they deemed belonged strictly to the regular Naval Board, as did also the building of all vessels for the King in time of peace. Therefore, the report of the discomfiture of "the virtuosoës," through their

presumption in attempting the "art or mystery" of yacht-building, was pleasant to them.

December 22, 1662, Pepys writes: "I went to the launching of a new ship with two bottoms invented by Sir William Petty, on which were various opinions: his Majesty being present gave her the name of *The Experiment*." Pepys further writes of this vessel, under date of July 13, 1663: "Mr. Grant showed me letters of Sir William Petty's wherein he says, that this vessel which he hath built upon two keels, (a model where of, built for the King, he showed me) hath this month won a wager of £50 in sailing between Dublin and Holyhead with the *pacquett-boat*, the best ship or vessel the King hath there; and he offers to lay with any vessel in the world. It is about 30 tons burden, and carries 30 men, with good accommodation (as much more as any ship of her burden), and so any vessel of this figure shall carry more men, with better accommodation by half, than any other ship. This carries also ten guns, of about five tons weight. In their coming back from Holyhead they started together, and this vessel come to Dublin by five at night, and the *pacquett-boat* not before eight the next morning; and when they come they did believe this vessel had been drowned, or at least behind, not thinking she could have lived in that sea. Strange things are told of this vessel." Petty concludes his letter with this remark: "I only affirm that the perfection of sayling lies in my principle, finde it out who can."

This is the first record of an ocean-race, and we all know that the waters between Dublin and Holyhead, in a gale of wind, are a severe test of any vessel's qualities as a sea-boat.

That she was "built upon two keels" is at first sight somewhat confusing. We remember, however, that the Saxons made their descent on Britain in boats covered with leather that they called "caele," from which is derived the English word "keel,"—a boat or barge used in the north of England,—carrying 21 ton 4 cwt. or a "keel of coals." It is probable that Petty may have taken two of these keels, and connected them, or he may have constructed two new keels for this purpose.

Pepys again writes "January 22nd, 1664: To Deptford, and there viewed Sir W. Petty's vessel; which hath an odd appearance, but not such as people do make of it"; and February 1st: "Thence to White Hall; where, in the Duke's chamber, the King come and stayed an hour or two laughing at Sir W. Petty, who was there about his boat; and at Gresham College in general; at which poor Petty was, I perceive, at some loss; but did argue discreetly, and bear the unreasonable follies of the King's objections, and other bystanders, with great discretion; and offered to make oddes against the King's best boates; but the King would not lay, but cried him down with words only."

It does not appear that the *Experiment* ever raced again. Eventually she was lost with all hands, during a violent gale in the Bay of Biscay.

Several other vessels were wrecked at that time also. To this Evelyn thus refers, under date of March 22, 1675: "Sir William, amongst other invitations, was author of the double bottom's ship, which tho' it perished and he was censured for rashnesse, being lost in the Bay of Biscay in a storm, when, I think, 15 other vessels miscarried. The vessel was flat-bottomed, of exceeding use to put into shallow ports, and ride over small depths of water. It consisted of two distinct keeles cramp't (clamped) together with huge timbers, etc., so as that a violent streame ran between. It bear a monstrous broad saile, and he still persists that it is practicable and of exceeding use; and he had often told me that he would adventure himself in such another, could he procure sailors, and his Majesty's permission to make a second *Experiment*, which name the King gave it at the launching."

About the year 1646, the Royal Society was formed. It was composed of "divers worthy persons, inquisitive into natural philosophy, and other parts of human learning." It met once a week; sometimes at Dr. Goddard's lodgings in Wood Street, London, or at the Bull Head Tavern, Cheapside; more often, however, at Gresham College. This is not only the oldest scientific society in Great Britain, but one of the oldest in Europe, being founded in 1660, and incorporated August 13, 1662, as recorded by Evelyn under that date: "Our Charter being now passed under the broad seal constituting us a corporation under the name of The Royal Society for the

improvement of natural knowledge by Experiment, was this day read, and was all that was done this afternoon, being very large."

Sir William Petty was also the inventor of the "double boat." This idea, together with that of the "double bottom's ship," was probably borrowed from some early navigator who had observed the swift catamaran among the islands of the Pacific. At all events, Sir William built the first craft of this kind in Europe, an illustration of which is here given from the records of the Royal Society, which furnished the first Regatta Committee.

It is notable that the first open sailing-match in the United Kingdom, so far as any record appears, was sailed under the auspices of the Royal Society. The season opened early, and the match was sailed on Twelfth day in January, 1663. Here is the report as it appears in the Society's records:

"The report of the Committee appointed November, 26th, 1662, to examine and give in an account of the matter concerning the Structure and sailing of Sir William Petty's new ship was read and registered as follows:

"They had before them, the draught herewith sent, an exact model of about  $2\frac{1}{2}$  feet long of the said present vessel; whereupon most of the company, and especially the seamen, made several objections concerning her strength and otherwise; but declaring their judgment that they saw in her the causes of outsailing anything in use, and



were satisfied by their own observations of her keeping a good wind, feeling her helm, staying well, round and quick, without losing way. The chief objections were these which follow: 1st. The danger of divulsion and separation of the two cylinders, by the irruption of the water; for as much as the same is received by two heads, which stand diverging as in the wind end of a tunnel. 2nd: The falling in of the water between the two heads obliquely. 3rd: The danger of being over run, and submerged by a head sea, the vessel sailing swiftly against it, especially when her stern is raised, and consequently the head depressed in a wave. 4th: The danger of her platform being blown up, either with the rising of the sea between the cylinders, or rather by the seas coming in by her broad windward side, and cuffing her under the platform.

“We might here insert the report that several of the gentlemen then present made of this vessel’s sailing upon several occasions; as that it had out-sailed several good vessels half in half in stiff winds and grown seas, thwart tides, and that it steered and sailed extraordinary well. But the company, for the fuller satisfaction both of themselves and the Royal Society that intrusted them, caused a flag to be made, and offered it to any that could win it at a sailing to be made for that purpose on Twelfth day, and committed to the seamen and shipwrights to give general notice thereof throughout the harbor; of which contest be pleased to take the following account”:



“DUBLIN, January 9, 1663.

“To the President of the Society,  
Lord Brouncker.

“MY LORD :

“In obedience to an order of the Royal Society, dated the 28th of November last, appointing us to consider and report the Structure and Sailing of Sir William Petty’s double bottomed ship, we have proceeded as followeth, viz.

“The members of the society meeting did, in the first place, issue an order that as many ingenious gentlemen, especially such as had been most conversant in naval affairs, who were in and near this town, together with the chief shipwrights and seamen of this place, should be desired to meet and confer about the premises, which accordingly was done ; and there was an appearance of the several persons undernamed, viz :

THE LORD MASSAREENE,	} Of the Society.
SIR ANTHONY MORGAN,	
DR. PETER PETT,	
MR. SOUTHWALL, and	
SIR WILLIAM PETTY, himself.	

Together with Dr. Woods, Mr. Muschamp, Mr. Tucker, Mr. Armory, Mr. Pierson, Mr. Taylor, Mr. Lancelot, Capt. Samuel Molyneux, Capt. Webbe, Capt. Gloner, Mr. Bathurst, Mr. Fitzgerald, Mr. Osberne, and Mr. William Pett, master shipwright.

“MY LORD :

“We have sent the relation less whole than it might have been to avail ourselves of the opportunity by Sir Maurice Berkley; however as to the truth of all passages we hereunto subscribe.

(Signed by order)

“MASSAREENE.”

“REPORT OF THE SAILING OF SIR WILLIAM PETTY'S SHIP ON TWELFTH DAY.

“DUBLIN, January 14, 1663.

“MY LORD :

“We could not think of better expedient to call together all such who were conversant with boats and the water, than on a holiday to propose a match and to make a free offering (without any danger or loss on their side) of a flag of silk, charged with a gilded harp, and in a wreath of laurel above, and in a scroll beneath, this inscription,

‘PRÆMIUM REGALIS SOCIETAS VELOCIORIS.’

and this to be given to any boat that should out-sail Sir William Petty's vessel in such course as should be set. The prize being published and the day come, the only boats that would adventure for this reward, and for the day, were but three, for all the rest judged in vain to contest when these three did appear, and as we do believe them the prime ones which this place does afford, so had

they amongst them the two advantages of fabric ; for it lies in the Shipwright's skill, to make a boat do well in her course before the wind ; or to alter that shape and make her a good sailer by the wind. But both these advantages they cannot in perfection unite in one ; the first requiring only a shallow floating in the water, and the other for being windward, a good deep rooting in it ; yet both these advantages Sir William affirmed to be in his ship.

“ The Company being in great numbers assembled, the mark for goal was agreed on by the parties concerned, which was a ship that rid at anchor about two miles below the haven. The flag of reward was pitched on a pole at the starting place, and to be given to the boat that first sailed round the Ship, and returned against the wind, bade to take it down. It was then tide of flood, and the wind blew very hard, and that in sudden broken flaws as they term it.

“ The three boats were, one of them the King's barge ; another, a large black pleasure-boat laden with two tons of ballast, and the third a man-a-war's boat belonging to Captain Darcy.

“ At the sign given they all hoisted sail, and they got the start of Sir William's and Darcy's boat and kept it by half a score of lengths, until such time as Sir William's was settled in her course and the men had done running up and down, but then she soon passed them by, and come to the ship near one tenth part of the way before her ; so that the tackling round, and taking a great stretch back into the

wind out toward the right hand, he could easily perceive that Darcy's boat, which also turned round the ship some time after her, was clearly baffled by the wind; she not being able to bear up, nor do any thing against the wind, although she had done very well before it; but her shape of build would not permit this, and therefore they had by way of stratagem, taken two empty barrels aboard them, with design to take in ballast at sea, and to fill these up as soon as they came to work against the wind, yet notwithstanding, they did so ill, as they had near two miles to turn, when Sir William's vessel did arrive.

"We shall now tell your lordship the adventures of the black boat and the barge; these two not being shaped to sail with advantage before the wind, were half a mile behind when Sir William's vessel turned round the ship; and therefore seeing how much she was already on her return, they very fairly, not going unto the mark, tacked about; and the black boat performed now much better than before. Yet however by the ill play she turned too short, Sir William's now would needs try it with her still; and truly she sculed up and came near the wind, as that by these following misfortunes, she cameth to get before them. Sir William's men, for want of dexterity to shift their sails, stopped twice in the wind, and ran back near a quarter of a mile, in one of which errors, one of her rudders was broken, she also grated twice on the shoal ground, and by reason of the sudden flaws of wind, the sheet of the mainsail did sometimes break

loose ; and the men were yet confounded (in this new way) in the names of the ropes.

“ By these disadvantages, the black boat got to tack about before her, whereof she was so proud, as that making too daringly in the eye of the wind, the violence of it snapped off their boom by the board, and so the cylinders soon passed her by leaving her to make a pole with the part broken, which helped them to get home by setting.

“ As for the barge she was so distressed by too much wind, and the disorder of her sails did entangle her, so that Darcy’s boat, that sailed out the full course, was at a great distance off, laboring in the wind. The barge was near half a mile short, and the black boat could sail no more.

“ So that the Præmium was taken down by Sir William Petty’s men ; and now they bear it in the main top as Admiral of the Cylinders.

“ This is a true state of the day’s expedition ; for the better knowledge of which Mr. Soutwall did then, at the match, sail in her, and does report, that for strength of her contexture, he never did perceive the first tendence to a divulsion of the cylinders, but that, on the contrary, the waves that rose up big and strong, fell mostly on them, for their rounded shapes made all the force slide away on each side, so as not to make the least contusion or balsery, and he says, that the objection of her being wind-taught lies much more strongly against her ; but for this Sir William avouches a perfect remedy, and that greater vessels shall be less subject to it than small ones.

“As for sailing against the wind she does it extremely well, she stops well at a tack; she makes way as she looks without sliding down the wind; and come within less than five points of the compass, some say very much less.

“And all this we have observed in this present fabric of the first trial in the build; and which the men that sail in her offer to go where any vessel of double their burden dare venture, she being a ton and three quarters.

“And they make another offer, that even in the winter, with a month’s warning, they will give out twenty pieces (of gold) here to receive an hundred at their return from Holyland, and that no man may urge the scruple of venturing men’s lives, Sir William saith that another vessel shall go out with them; and if by the way they at any time call to her for aid, the wager shall be acknowledged lost.

“My Lord:

“Since ours of the 5th instant, we have made the above mentioned experiment, and do attend the truth thereof.

“Signed by order

“MASSAREENE.”

“After reading this report Mr. Grant observed that he had received a letter of a further date than that, which contained the above mentioned report; and that in this letter Sir Wm. Petty mentions that he had so altered his vessel since, that it would now bear 720 square feet of sail, whereas it carried but 600 before.”



The foregoing particulars are taken from the *History of the Royal Society*, by Thomas Birch, D.D., published in 1756. It is interesting to note that the objections raised by "most of the company and especially the seamen" to this first catamaran, are those that experience has confirmed, and that accordingly debar these swift vessels from contending in modern sailing-matches. The use of the word "match" in describing the first contest between more than two vessels is also of interest, showing as it does that the term was then introduced which continues in England to the present day—as applied to yachts; also—since "by way of strategem" they had "taken two empty barrels aboard them with design to take in ballast at sea, and to fill these up as soon as they came to work against the wind"—that the idea of water for shifting ballast, introduced on board of yachts about the middle of the last century, was by no means a modern device.

Petty built several "double bottomes ships," and experimented in other directions. Evelyn records, under November 30, 1661, "At the Royal Society Sir William Petty proposed divers things for the improvement of Shipping, a versatile keel that should be on hinges, and concerning sheathing ships with thin lead." The "versatile keel" points to the centre-board, but there appears to be no record at that time of its being applied, although the lee-boards of the yachts from Holland had attracted attention.

Sir William Petty was born at Rumsey, a small

town in Hampshire, in 1623. When quite young he was apprenticed to a sea captain; and he followed the sea until near-sightedness compelled him to give it up. He then studied medicine at Leyden and at Paris. In 1644 he returned to England, and continued his studies at Oxford, where he was graduated as Doctor of Physics. In 1652 he was appointed Physician-General of the Army in Ireland. Here he added greatly to his reputation and fortune. He was one of the founders of the Royal Society; and, furthermore, he had—the records show—at one time no less than sixty-three miscellaneous experiments to be prosecuted by the Society. One of them was “to fix an engine (machine) with propelling power in a ship.” He also invented the “double writing,” or copying machine. The double-bottomed ship, however, was his favorite invention. In 1684—as the records of the Royal Society show—he sent a challenge to Sir Anthony Deane—at that time the leading naval constructor in England—embracing some fifteen propositions “wherein are effected the virtues of the sluice-bottomed vessel beyond any vessel of common make.” He closes his letter by saying that he intends “to spend his life in examining the greatest and noblest of all machines—a ship.”

Sir William presented a model of one of his vessels to the Royal Society, and another to Gresham College, both being still preserved. In 1665 he communicated a discourse about the building of ships to the Royal Society, containing some curious secrets concerning the “art or mystery.” This

paper was taken away by Lord Broucnker, who kept it in his possession, saying, that "it was too great an arcanum of State to be commonly perused." He also wrote a treatise on Naval Philosophy, in three parts, and at the end, as an appendix, "An account of several new Inventions, in a discourse by way of letter to the Earl of Marlborough," published in 1691; and he drew up the 198th Number of the *Philosophical Transactions*, entitled "What a complete Treatise of Navigation should contain." He died in his sixty-fifth year, December 16, 1687, one of the most accomplished and learned men of his time.

A plain flat stone marks his grave at Rumsey, bearing this inscription :

HERE LAYES  
SIR WILLIAM  
PETTY.

## CHAPTER V

### CHARLES THE SECOND

The *Henrietta* — Lead sheathing — Stowage of ballast — The *Charlotte* — Ruyter's victory at Chatham — The *Fanfan* — *Panther* — *Folly* — *Monmouth* — *Merlin* — The London docks — Plague and fire — Rebuilding of London — The yacht *Lenox* — The *Solalis* — The *Kitchen* and other royal yachts — Striking topsails to the colors — The yacht *Industry's* voyage to Maryland, the first English yacht to cross the Atlantic — The King's last yachting cruise — His dying words.

IN 1663 only one yacht appears to have been added to the fleet—the *Henrietta*, built at Woolwich, by Christopher Pett, and named after King Charles's mother. She was one of the first vessels that milled lead sheathing was applied to as a protection against worms, it being done under the personal inspection of King Charles himself at Sheerness, in March, 1671. At about the same period, milled lead-sheathing was used also upon the ships *Dreadnought*, *Harwich*, *Phoenix*, and other vessels, but the lead was soon found to corrode rapidly the iron fastenings and bolts. It was therefore abandoned in 1682. The dimensions of the *Henrietta* were: Length of keel, 52 feet; breadth 19 feet 5 inches; depth, 7 feet; draught, 7 feet; 104 tons; a crew of 30 men, and carrying 8 guns.

On July 7, 1663, Christopher Pett asks for "a

gratuity for building the pleasure-boats, as he has to entertain so many people." This indicated an increasing interest in yacht-building, as many people, probably courtiers from London, made the journey to the royal dockyards when the King's yachts were building, in order to note their progress; and it is probable that the master-shipwright desired to be provided with means to entertain these visitors with becoming hospitality.

The records show that on August 18, 1663, Pett ordered some lead ballast for the *Henrietta*, and that on September 9th he repeated the order for sixteen tons. Truly the spirit of economy possessed the minds of the Naval Commissioners! And some one—probably Christopher's jealous brother Peter, whose career as a yacht-builder had now closed; for he built no more yachts for the King—suggested the use of stone ballast. Against this Christopher Pett indignantly protests, under date September 19, 1663: "If stones are used instead of shot for ballast of the King's new yacht she will be damaged, for the quantity of stones required would make it needful to half fill the cabin, and would make her run to leeward." From this it appears that Christopher Pett had a pretty clear idea of the effect of ballast stowed low; the positive knowledge of the fact having taken more than two centuries to develop to its full extent and power.

Hume the historian states that at this period (1663-64) King Charles spent £800,000 in one year upon his navy alone. It must have been

some other reason, however, than proper economy that influenced the commissioners to express surprise when the account for the *Henrietta's* gilding and carving was presented; for the official record states that "t'was ordered to be foreborne till trial had been made of the yacht." And while we are not informed as to how this and the ballast-controversy were finally adjusted, it may be assumed that King Charles did not sail about on board a yacht with her cabin half-full of stone ballast, and her hull destitute of ornament. Besides, it is not improbable, too, that these overzealous commissioners found themselves in receipt of one of those witty, singeing reproofs, that Charles was so justly famous for.

August 10, 1663, Christopher Pett writes to the Navy Commissioners, and "begs that the launch of the king's pleasure-boat may be deferred till next spring tides, when her rigging and sails will be more forward"; and on August 31st, that he has "chosen a mast for the King's new yacht, but wants the three (poop) lanterns, which his Majesty will expect to see up at her launching, and they are most difficult to make."

When the *Henrietta* was about ready to go into commission, Pepys, as Secretary to the Admiralty, received applications from various persons and their friends for snug berths on board; among others, a letter from a Captain William Hickes, who "Recommends Thomas Fortescue, cook of the *Colchester*, for the King's pleasure-boat, he being a truly honest and loyal person, who was to be



hanged for his love for the King, and so forced to be hangman himself." And Captain Hickes, who appears to have been ready for sea himself, mentions that he "will plunder abroad for rarities and share them with Pepys's wife."

It would be interesting to know whether the ex-hangman, Fortescue, secured his cook's berth, or Hickes his rarities; but we are left in ignorance concerning these matters. Indeed, yachting-history at this period, as recorded, is rather vague, and we are obliged to content ourselves with such glimpses as can be obtained by research through historical records relating to almost every subject except yachting.

The first private yacht in England appears to have been the *Charlotte*, owned by Sir William Batten, of the Admiralty. Pepys's records, under date of September 3, 1663, show that he "boarded her early in the morning at Greenwich, accompanied by Batten and Lady Batten, who, for pleasure were going to the Downes"; and the wind being fresh, he predicts that "they will be sick enough, as my lady is mighty troublesome on the water." And Pepys was correct; for, on September 5th, he records: "Sir William Batten was fain to put ashore at Queensborough with my Lady, who has been so sick she swears never to go to sea again." This sounds modern, and perhaps no experience connected with yachting is so familiar or has repeated itself more frequently and persistently than this. Of course, the sea-sickness was beneficial. And no doubt Lady Batten sailed





again, and many times, on board the good yacht *Charlotte*.

During the years 1664-65, there were no royal yachts built in England. Also, in the latter year England entered into a naval war with Holland. Naturally, the temptation is strong to dwell upon this era of naval history (1664-74), during which so many memorable battles were gallantly lost and



THE "ROYAL CHARLES"

won upon the sea ; when Admiral Ruyter did what no other hostile fleet has successfully attempted since the days of William the Conqueror—entered the Thames and captured or destroyed the King's ships at Chatham. The arms of England and the poop-lanterns that ornamented the stern of the *Royal Charles*, which was captured on this occasion, are still preserved in the naval section of the Rijks Museum at Amsterdam.

Prince Rupert owned a yacht named the *Fanfan*, built at Harwich by Sir Anthony Deane, which he

took to sea with him in tow of his flagship, the *Royal Charles*, of the Red Squadron. On July 26, 1665, as the English and Dutch ships lay becalmed off Flushing, Rupert sent the *Fanfan*, which could manœuvre in light airs while the fleets lay motionless—to attack Ruyter's flagship, the *Seven Provinces*. He directed the captain to fire into her stern, keeping out of range of her broad-side-guns. This the *Fanfan* did, much to the annoyance of the brave Dutch admiral who had no taste for such child's play, until the breeze sprang up, when she stood back to the English fleet.

On July 17, 1667, Pepys's records show : "Home, where I was saluted with the news of Hogg's bringing a rich Canary prize to Hull ; and Sir W. Batten do offer me £1000. down for my particular share, beside Sir Richard Ford's part ; which do tempt me ; but yet I would not take it, but will stand or fall with the company. He had two more. The *Panther* and *Fanfan* did enter into consortship, and so they have all brought in each a prize, though ours is worth as much as both theirs and more. However, it will be well worth having, God be thanked for it. This news makes us all very glad. I, at Sir W. Batten's did hear the particulars of it ; and there for joy he did give the company that were there a bottle or two of his own last year's wine growing at Walthamstow, than which the whole company said they never drank better foreign wine in their lives."

The *Fanfan* was sold in 1682 by Prince Rupert's



executor, and brought only a breaking-up price—£46.

In Prince Rupert's memoirs the biographer speaks of "yachting having been the fashion," and states that King Charles, "with his characteristic frivolity, had a yacht moored opposite Whitehall in which he might fancy himself at sea. This childish hobby was appropriately called the *Folly*, and aboard this yacht was one of the many lounging-places of the Court." The author seems to be rather severe on Charles: it was only natural that the King should desire, and provide himself with, some retreat where he could escape from the greedy and importunate hangers-on that infested the palace.

August 17, 1665, Pepys writes: "By boat to Greenwich to the *Bezan* yacht, where Sir W. Batten, Sir J. Minnes, and my Lord Brouncker and myself embarked in the yacht, and down we went most pleasantly. Short of Gravesend it grew calme, and we came to anchor and to supper, mighty merry, and then as we grew sleepy, and upon velvet cushions of the King's that belong to the yacht, fell asleep." And on September 17, 1665: "So I walked to Woolwich, to trim and shift myself, and by the time I was ready they came down in the *Bezan* yacht, and so I aboard and my boy Tom, and there very merrily we sailed below Gravesend, and then anchored for all night, and supped and talked, and with much pleasure at last settled ourselves to sleep, having very good lodging upon cushions in the cabin."



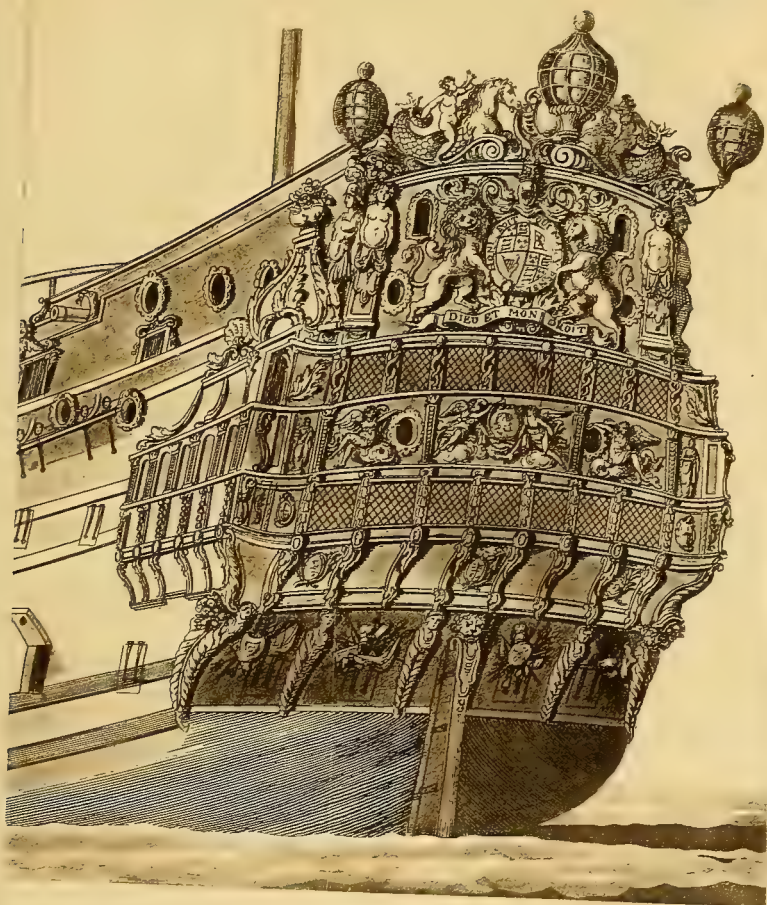
On November 16, 1665, Pepys records that, at Erith he was "in despair to get the pleasure-boat of the gentlemen," who finally agreed that he might have it, he "pleading the King's business." These gentlemen—Col. Francis Wyndham and Mr. John Ashburnham—were both distinguished Loyalists, and were among the earliest private yacht owners in England.

February 2, 1666, Pepys records: "Lord Brouncker with the King and Duke upon the water to-day, to see Greenwich house, and the yacht Castle is building."

Greenwich House was the first part of the stately palace begun in the reign of King Charles, and completed during the reign of William and Mary. For many years it was a home for aged and disabled seamen. To-day it stands a noble monument to the memory of King Charles and its renowned architects, Inigo Jones and Sir Christopher Wren.

Among the scientific projects in which King Charles also interested himself was the establishment of the Greenwich Observatory, from which longitude is reckoned. The hill on which the observatory stands was named in honor of John Flamsteed, the first astronomer-royal, who received his appointment in 1675.

The yacht that Castle was building at Rotherhithe, was the *Monmouth*; length of keel, 52 feet; breadth, 19 feet 6 inches; depth, 8 feet; draught, 7 feet 3 inches; 103 tons. She carried a crew of 30 men and 8 guns, and was of almost the same dimensions as the *Henrietta*, built three years before,





being the same length on the keel, one inch more beam, one foot more depth, but only three inches more draught, and one ton less burden, and she had the same number of men and guns, so that we may assume that these were regarded as satisfactory dimensions, especially as the *Merlin*, built in the same year by Jonas Shish, also at Rotherhithe, was of nearly similar measurements, being, length of keel, 53 feet; breadth, 19 feet 6 inches; depth, 6 feet; draught, 7 feet 4 inches; 109 tons, and the same number of men and guns.

Not much appears to be known concerning William Castle, the builder of the *Monmouth*; but Jonas Shish, or, as he was more familiarly called, "Old Shish," was a famous shipbuilder. Among other men-of-war, he built the *Royal Charles*, 1229 tons; the *London*, 1328 tons; and the *Oak Royal*, 1107 tons, which were excellent vessels in their day. Grateful as we must all feel to Pepys,—the minute recorder, as he certainly was,—no charity can blind us to the fact that he was a man of strong prejudices, which frequently warped his judgment. He appears also to have disapproved of pretty much everything relating to maritime affairs outside of his own set in the Admiralty, to whom he was attached body and soul. "Old Shish" found no favor in his eyes, and, according to Pepys, "was illiterate, low-spirited, of little appearance or authority, little frugality, a great drinker, and since killed with it." All this may be, and probably is, true, but there are some other things concerning "Old Shish" that are probably true also; for Evelyn

records in his diary that Jonas Shish was "a plain, honest carpenter, hardly capable of reading, yet of great ability; the family have been ship carpenters in this yard (Deptford) above a hundred years."

Shish died in 1680, and three knights, assisted by John Evelyn himself, "held up the pall at his funeral." This ancient master-shipwright was no doubt something of a character; for Evelyn relates that he "used to rise in the night to pray, kneeling in his own coffin, which he had lying by him for many years." Nevertheless, none of these things appear to have prevented Shish from building some of the best ships of that day.

About this period Christopher Pett, like his brother Peter, seems to have been unable to find further favor with the King; he built no more yachts for him; for Pepys relates, under date of April 26, 1666, that the King, in his presence, contrasts the vacillating disposition of Commissioner Taylor with the firmness of master-shipwright Christopher Pett: "For Pett finds that God hath put him in the right, and so will keep him in it while he is in"; and adds, "I am sure it must be God put him in, for no art of his own could have done it." And, continues innocent Pepys, "he can not give a good account of what he do as an artist." Pepys considers this remark of Charles as commendation of the master-shipwright, though it appears to be susceptible of a slightly ironical interpretation.

At this time London had for its eastern limit the present site of the St. Katherine Docks, although these were not constructed till more than a century



and a half later. The Commercial Dock, however, was built during this reign, and was the first wet-dock opened in England. Tower Hill lay in open country, and the Minories were only built on one side fronting the wall. Goodman's Fields were a pasture, divided by hedge rows from Spital Fields, while Houndsditch was but one row of houses ; and Bishopsgate, St. Nortonfalgate, and Shoreditch were unconnected ; Finsbury Field was dotted with wind mills, and away across beautiful meadows were a few houses, known as Holborn, by the banks of a small stream, called Old Borne, which connected the ponds of Clerkenwell with the Thames. The space between Holborn and the Strand was open fields and gardens extending to the river-side. Convent Garden was a garden belonging to the Convent of Westminster, and extended to St. Martin's Lane ; while what we now know as the Haymarket, Pall Mall, St. James Street, Piccadilly, and the almost numberless streets and squares of London, had no existence. Westminster was a tiny town by itself, far away across open country, and Temple Bar, which in later years marked the western limit of the city, was not at this time erected. Fleet Street was the course of the River Fleet. Walbrook was a winding stream, passing through the city into the Thames. And London Bridge was a structure covered with wooden houses on each side.

The houses of London, at that period, were built of wood thatched with straw, each story projecting forward, one above the other, until the houses nearly met over the middle of the streets.



And many of these were narrow, without pavements, badly drained ; constantly strewn with every kind of refuse and filth, engendering pestilential vapors. Naturally, all these noxious influences resulted in plague, by which London had been ravaged on many occasions. But the plague known in history as "The Plague of London," occurred in 1665, and was the last and most terrible one. During its death-dealing term more than 100,000 men, women, and children perished.

June 7, 1665, Pepys records that he saw houses marked with a red cross and the words "Lord have mercy upon us" over the doors. Deaths daily increased, and all business was stopped. Grass grew in the streets, and the silence of death was broken only by the stern command given from house to house, "Bring out your dead!" and the solemn tolling of the funeral knell.

September 2, 1666, a fire broke out early in the morning at a house in Pudding Lane, and a strong east wind spread the flames which raged with fury during four days and nights, sweeping away the London of ancient times. Yet in its ashes was laid the foundation of the grandest city the world has ever known.

King Charles did every thing in his power to relieve the distress of his people even before the fire had burnt itself out. He caused the taxes of London citizens to be immediately remitted by special act of Parliament, and took great personal interest in rebuilding the city upon a rational and sanitary basis. Many splendid buildings were

erected. Among them may be severally mentioned the Royal Exchange, which stood until 1838, when it was destroyed by fire, and was replaced by the present Royal Exchange ;—which within its walls still preserves the priceless archives of the corporation of Lloyd's, the oldest and greatest marine-insurance institution of the world, and has a representative in every seaport of importance on the globe ;—St. Paul's Cathedral, whose superb dome rises amid the stately towers and spires of London like a mother-hen among her chicks ; the monument on Fish Street Hill, commemorating the great fire ; Temple Bar, which, until the closing quarter of the last century, was the only surviving gateway marking the city limit ; besides many beautiful churches, which still stand as monuments to the memory of the monarch under whose reign they were erected, and to the genius of the great architect that conceived them.

No more royal yachts were built until 1670. But in 1667, John Griffiere, a noted artist, built or purchased a yacht, and with his family, pencils, and colors aboard, made her his floating home for many years, cruising upon the Thames and along the coast, sketching and painting the shipping and scenery.

In 1668 the Duke of Richmond owned a yacht named the *Lennox*. Little appears to be known about this vessel, however, except that Pepys mentions her in a manner that indicates her sailing did not please him.

In 1670 Sir Anthony Deane built a yacht for

Queen Katherine at Portsmouth, named the *Solalis*, a Portugese name meaning the flower columbine, which was length of keel, 74 feet ; breadth, 21 feet 6 inches ; depth, 10 feet ; draught, 9 feet 6 inches ; 180 tons burden. She carried a crew of 75 men and 16 guns ; and Pepys relates that the Queen had seriously purposed entering a nunnery, but afterward "gave life to all frequent divertisements on the river Thames in her vessel." In August, 1670, the Queen, in the *Solalis*, visited her early home at Lisbon, being convoyed by one of the King's ships of war.

Sir Anthony Deane, the ablest and most scientific shipbuilder of his day, built a number of successful and famous vessels, his masterpiece being the *Harwich*, named for the port where she was launched in 1674. This vessel was 993 tons. Her dimensions had been copied from the French warship *Superbe*, which lay off Spithead with the French fleet during the war with the Dutch. In 1675 the King went to sea in the *Harwich* escorted by a squadron ; and Pepys reported officially that "the *Harwich* carries the bell from the whole fleet, great and small."

In early life Deane was a mariner, but, soon after the restoration of King Charles, he, having served an apprenticeship in the dockyards, was appointed assistant master-shipwright at Woolwich. Here, fortunately for him, he attracted the favorable notice of Pepys, who became his patron, and lost no opportunity to further his interests. As a naval architect Deane justly achieved emi-

nence, and advanced rapidly in the social and political world ; first, being made a Knight, then a Naval Commissioner, and, finally, M. P., where he sat at one time with Pepys.

In 1675 the King allowed Deane to visit France for the purpose of building two yachts for King Louis XIV. Here he attracted the favorable notice of Colbert, the King's minister, who made him valuable presents.

In 1670 William Castle built the yacht *Kitchin*, of 103 tons, at Rotherhithe. In 1671 were built two yachts, the *Queensborough*, 29 tons, by Phineas Pett the younger, at Chatham, and the *Cleveland*, 107 tons, by Sir Anthony Deane, at Portsmouth. In 1672 the yacht *Richmond*, 64 tons, was bought. In 1673 the yacht *Deal*, 28 tons, was built by Phineas Pett, at Woolwich; *Isle of Wight*, 25 tons, by Daniel Furzer, at Portsmouth; and the *Navy*, 74 tons, by Sir Anthony Deane, at Portsmouth.

These were all royal yachts, and their dimensions show no material departure from those already given of yachts of similar tonnage. Their measurements are therefore omitted.

Of the yachts built during the reign of King Charles, so far as can be traced, the *Mary*, presented to Charles by the Dutch, was lost off Holyhead in 1675; the *Anne*, sold in 1686; and the *Katherine*, captured by the Dutch in 1673. The *Charles* was exchanged with the Ordnance office for the *Tower* smack in 1668; the *Henrietta* was sunk in battle by the Dutch in 1673; the

*Richmond* was sold in 1685; and the *Deal* was sold in 1686.

Nine other royal yachts were built during this reign; the *Katherine*, 135 tons, built by Phineas Pett, at Chatham; the *Portsmouth*, 133 tons, built by Phineas Pett, at Woolwich, both in 1674; the *Charles*, 120 tons, built by Sir Anthony Deane, at Rotherhithe, in 1675; the *Charlot*, 142 tons, built by Phineas Pett, at Woolwich; the *Mary*, 166 tons, built by Phineas Pett, at Chatham, both in 1677; the *Henrietta*, 162 tons, built by Thomas Shish, at Woolwich, in 1679; the *Isabella Bezan*, 52 tons, built by Phineas Pett, at Chatham, in 1680; the *Fubbs*, 148 tons, built by Phineas Pett, at Greenwich, in 1682; and the *Isabella*, 114 tons, built by Phineas Pett, at Greenwich, in 1683.

This completes the list of royal yachts built during the reign of Charles II. It will be seen that four of these yachts were named after the older craft, which had disappeared. And so we find that at this early period the custom was established, which had long existed in the navy, and continues to the present day, to repeat the names of yachts. As a matter of sentiment, the idea is a beautiful one; but it does not commend itself to the historian. It has, indeed, led to a great deal of uncertainty and confusion, and will, in all probability lead to more.

Some interesting particulars are to be found in old State papers as to the monthly rate of wages paid to the officers and crews of royal yachts at this



period. Captains received £7. 0. 0 per month; mates and pilots, £2. 2. 0; surgeons, £2. 10. 0; midshipmen, £1. 1. 0; captain's clerks, £1. 10. 0; stewards, £1. 0. 0; cooks, £1. 4. 0; gunners, £2. 0. 0; boatswains, £2. 2. 0; carpenters, £2. 0. 0; quartermasters, £1. 6. 0; able seamen, £1. 4. 0; ordinary seamen, 19s; and boys, 9s. 6d. These wages were based upon the navy scale, and were the same as paid on board the sixth rates. They were the same on board the smaller yachts, but these did not usually carry a surgeon, nor any midshipmen nor quartermasters.

This scale of remuneration will probably not be regarded as excessive by yachtsmen of the present day, yet, nevertheless, King Charles had difficulty in inducing his frugal Naval Board of Commissioners to pay even these amounts; for Pepys informs us, under date of February, 1677, that the wages then due to the *Queenborough* yacht, were thirty-five or thirty-six months overdue; whereas, on the other hand, we are unable to discover any record that the comfortable salaries and emoluments collected by these commissioners were ever in arrear.

The English appear to have followed the custom of the Dutch regarding the various employments to which yachts were put; and, as we have seen, the *Henrietta* was sunk, and the *Katherine* was captured in action. This naval war was caused partly by a yacht. In 1671, it appears, the yacht *Merlin* was sent to bring Lady Temple to England, and her commander instructed "on his return to sail



through the Dutch fleet, then lying off their own coast, and to make them strike their topsails or to fire on them, and to persevere until they should return his fire. The Dutch Admiral, astonished at such bravado, went on board the yacht, and expressed his willingness to pay all due respect to the British flag, according to former practice; but that a fleet on their own coasts should strike to a single vessel, and that not a ship of war, he said, was such an innovation, that he durst not, without express orders, agree to it. The admiral, after this apology, paid the compliment of saluting the yacht with his guns, without lowering his sails; and the captain, thinking it equally absurd and inhuman to sacrifice the lives of his crew, and the life of a lady whose safety he had in charge, yielded to the unequal contest, and continued his course to England; for which neglect of orders he was committed to the Tower, and Downing in a very imperious manner demanded satisfaction for the affront."

In the declaration of war that followed is cited, among other grievances, "the refusal of the Dutch fleet to strike to the English yacht."

August 12, 1671, the yacht *Industry* sailed from the Thames, having on board the distinguished Quaker, George Fox, and a party of Friends. After calling in at Barbadoes and Jamaica, the *Industry* arrived in Maryland, where she remained several months, then returned to England, arriving at Bristol, June 28, 1673. "The *Industry* was counted a very swift sailer, but was leaky, and kept both sailors and passengers at the pumps day and night."

This must have been the first English yacht that crossed the Atlantic, and we find no record of a second yacht visiting America until more than a century later.

In May, 1669, the yacht *Mary* was ordered by the King to take down "one hundred able watermen for the rigging and fetching-about of the *Sandwich* to Chatham." Yachts at this period, we see, were by no means mere toys and playthings, but were expected to do their share of work.

It is rather strange that there should be only one portrait of English yachts at this period, as King Charles engaged William Vandervelde—born at Leyden in 1610, who "Learned to paint ships by a previous turn to navigation"—to come to England; also his son, known as Vandervelde the younger, born at Amsterdam, 1633; and received them with marks of royal favor.

The elder Vandervelde once piloted the English fleet in Dutch waters, and was a good seaman, as well as a great artist, his works being well known and justly celebrated.

So far as can be traced, William Vandervelde painted only one picture of yachts in England; this picture, which is here reproduced, is owned by Mr. C. Newton Robinson, of London, and represents King Charles seated on the quarter-deck of the nearest yacht. It will be seen that these yachts closely resemble—in construction and rig—the Dutch yachts of that period.

Doubtless also there were other private yachts of which all trace has been lost, as one of the great

naval scandals, even in an age pregnant with every variety of scandal, was the giving away to Court favorites of many Dutch vessels, fly-boats, and doggers, captured by the navy. Some of these vessels may probably have been transformed into yachts, courtiers in those days not being concerned in trade or commerce. On the other hand, Pepys, under date of August 16, 1683, refers again to Colonel Wyndham in his "own yacht," and remarks that "he is the only gentleman of state who was ever known to addict himself to the sea for pleasure"; so that it is difficult to form any accurate opinion on this point.

The London *Mercury* of October 28, 1682, in a notice of the Duke of Grafton and two other noblemen being capsized in a wherry on the Thames, mentions Lord Dunblane's "pleasure-boat," off Greenwich, where the whole party dined.

The sailing-match recorded as having taken place on the Thames, is the only one in which King Charles participated, and he does not appear to have cared much for racing. Cruising was his greatest pleasure, and Lord Arlington records that he would steal away from Windsor upon any pretence and board his fleet at Sheerness for a cruise to Plymouth or other ports on the south coast.

The short cruises in his yachts were no doubt jolly affairs; for Charles enjoyed lively, witty conversation and company. He was fond of raillery and bantering with his friends, and yet this kind-hearted, affable monarch could administer the rebuke of a wit and a gentleman. Upon one occasion,





Penn stood before him with his hat on. The King took off his. "Friend Charles," said Penn, "why dost thou not keep on thy hat?" "'Tis the custom of this place," the King replied, in his usual strain of pleasantry, "that never above one person should be covered at a time." Like all bright, witty men, King Charles did not mind occasionally having the joke against him. And he harbored no resentment, provided there was wit in the joke. On one occasion he called Lord Chancellor Shaftsbury in his own hearing, "the greatest rogue in England"; to which the Chancellor replied, "Of a subject, sir, perhaps I am." At another time the Earl of Dorset had come to the Court on Queen Elizabeth's birthday, long kept in London as a holiday. The King, forgetting the day, asked, "What are the bells rung for?" The answer given, the King asked further: "How came it to pass that her birthday is still kept, while those of my father and grandfather are no more thought of than William the Conqueror's." "Because," the candid and witty peer replied, "She, being a woman, chose men for her counsellors, and men, when they reign, usually choose women." On another occasion the Duke of Buckingham made an eloquent speech in which he eulogized the King, and among other things referred to him as "the father of his people." Someone about the Court—perhaps Rochester, for it sounds like him—hearing this, remarked, "Yes, or a good many of them." King Charles was very fond of dogs; one beautiful breed still bearing his name. Upon the King's



entry into Salisbury, an honest cavalier pressed forward to see him, coming so near that his Majesty kindly cautioned the poor man not to cling to the door, lest one of the little black spaniels should chance to bite him. The loyalist still persisted, whereupon one of the spaniels seized him by the finger. In great pain he cried with a loud voice, "God bless your Majesty, but damn your dogs!"

There can be no doubt that King Charles was an able man, and, as Bishop Burnett said of him, "he knew the architecture of ships so perfectly, that in that respect, he was more exact than became a Prince." He supervised the smallest details relating to his dockyards, selecting all the ships chartered for special purposes. Pepys, early in his diary, reflects upon the King's "sauntering," but later discovered reason to commend Charles for his industry and interest in naval affairs. When he came to understand him better, he writes in the *Naval Minutes* concerning Charles, as one "which best understood the Business of the Sea of any Prince the world ever had."

When King Charles came to the throne, England had lately passed through a hurricane of political and religious strife. She was like a dismasted ship in mid-ocean after a storm; for, although the fierce whirlwind of passion had died out, the cross-seas of political and social factions still ran high, and often broke with sullen fury. With philosophical, good-humored contempt for human nature, Charles saw that he could do nothing to quiet these discordant elements; that time

alone could calm the angry sea ; he resolved, therefore, to leave Roman Catholic and Puritan alike to their own devices.

The Count de Commings relates, in a letter to King Louis XIV., of being at one time on board one of the King's yachts with a large company to witness the launch of the *Royal Catherine*, a splendid eighty-gun ship, built at Woolwich by Christopher Pett. The King provided a magnificent repast, at which the French monarch's health was drunk again and again, and Charles commanded the company to respond. The Count writes : " they were not remiss in performing their duty ; as the healths were toasted guns were fired, the noise of which brought on a change of weather," and as the festivity progressed, the ship was launched and rolled up the waters of the Thames, which became rather rough, and caused little less unpleasantness among the health-drinkers than the wine, affording Charles much amusement. And the Count continues, describing the difficulties of getting ashore and back to London again, " the King was amused to see all the others sick in the storm, and cared little about exposing us to it."

An interesting account of one of the King's many yachting cruises comes to us through a strange medium,—a *History of Music* published in 1776. It appears that Charles once made up a party for a sail down the Thames and round the Kentish coast in one of his yachts, the *Fubbs*, then lately built. This curious appellation, by the way, was a pet name of his for the Duchess of

Portsmouth, one of his favorites, and well-known in history. It was a contraction of the old English word *Fubby*, signifying plump, fair, chubby. In those days it had become a slang word among artists. John Gostling, a subdean of the Royal Chapel, St. Paul's, was requested to make one of the sailing party. Possessing an exceptionally fine voice, it was to him that the King, who loved music, once presented a silver egg filled with golden guineas, remarking that "eggs were good for the voice." The King himself had a fair tenor voice, and was fond of joining his clerical friend in an easy song; while, at times, the Duke of York would accompany them on the guitar.

The *Fubbs* had proceeded on her cruise as far as the North Foreland, and everyone appeared to be happy, when suddenly the sea-breeze began to pipe, and, in the words of the narrative, "the King and the Duke of York was necessitated, in order to preserve the vessel, to hand the sails like common seamen; but by good providence, however, they escaped to land; and the distress they were in made such an impression on the mind of Mr. Gostling that it was never effaced. Struck with a just sense of the deliverance, and—the horror of the scene he had lately viewed, he selected, upon his return to London, some passages from the Psalms, which declare the terrors of the deep, and gave them to the famous organist, Mr. Henry Purcell, with which to compose an anthem. This he did, and adapted it to the compass of Mr. Gostling's voice, which was a deep bass."



Augustissimi CAROLI  
Gratia ANGLIÆ  
FRANCIÆ ET  
Bona agere & mala

Secundi Dei  
SCOTIÆ  
HIBERNIÆ, REX.  
pati Regium est  
Pace.





No doubt Charles's clerical-musical friend, badly shaken up and unnecessarily alarmed, probably received little consolation from the Merry Monarch and his rollicking companions. The anthem, it appears, was "set to music so deep that hardly any person but himself (Gostling), then or since, has been able to sing it." It was never printed, although well known. The King died before it was completed. Accordingly, this was one of the last—if not the very last—yachting cruises of King Charles. The *Fubbs* was then, as we have seen, one of the last Royal yachts built during his reign; and she survived for some ninety years, having been rebuilt in 1724. Not till 1770 did she disappear from the Navy List. She was then broken up.

According to Gramont, the King usually slept during sermons, but was fond of hearing anthems sung in his chapel, and of keeping time to the music with his head and hands. In his last illness King Charles suffered great pain, but his cheerfulness and kindly thought for the feelings of others remained with him to the end. Even in his last moments he apologized to those that had stood near him through the night, for the trouble he had caused. He had been, he said, "a most unconscionable time dying, but he hoped they would excuse him." His last words were his best: "Let not poor Nellie starve!"

And so died the first of England's yachtsmen, on February 6, 1685, in his fifty-fifth year, and in the twenty-fifth of his reign.



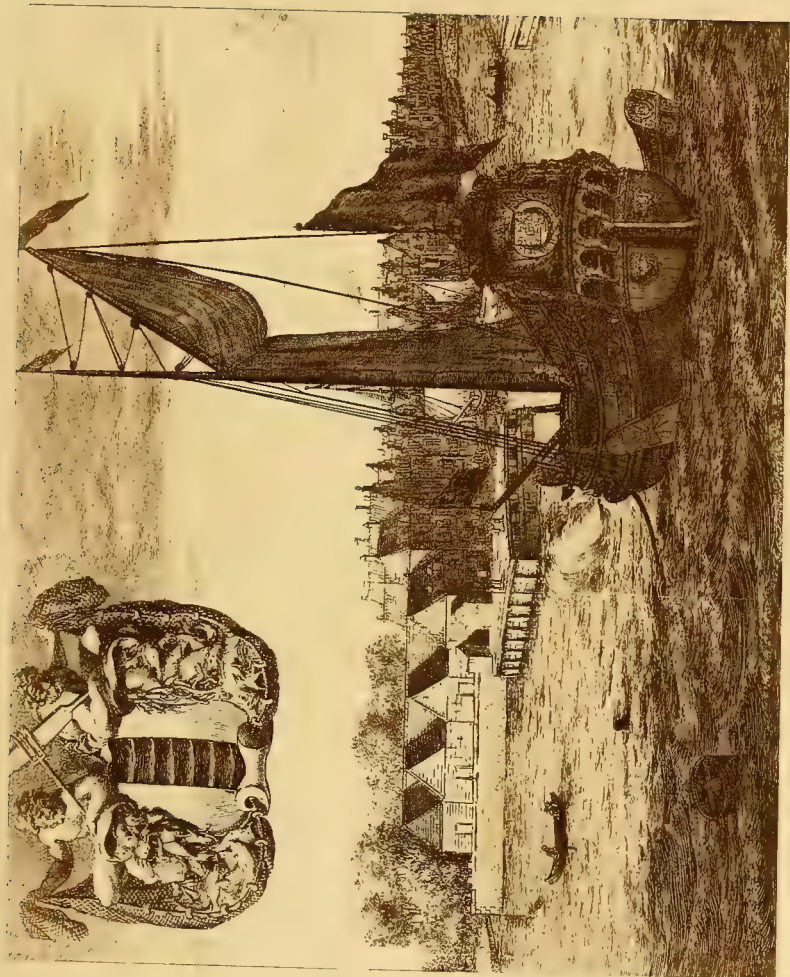
## CHAPTER VI

### WILLIAM AND MARY

Landing of King William at Torbay — The yacht *Princess Mary* — Her remarkable longevity — The *William and Mary* — The *Medina* — Jacobite plots — Caermarthen's yacht — Peter the Great, in Holland and England — The *Little Grandsire* — Generous action of Louis XIV.

KING CHARLES was succeeded by his brother, the Duke of York, who became King James II. of England. He reigned but four years, abdicating December 11, 1688. No record has been found that any yachts were built during these years. But with the accession of the Prince of Orange, — King William III. of England — was introduced one of the most remarkable yachts of that period, — the *Princess Mary*.

It is not known exactly when or where this yacht was built. Some writers suppose that she appeared in the early part of the seventeenth century in England, and that her original name was the *Brill*. This, however, seems extremely improbable, as no yachts are known to have been built in England prior to 1661. It is hardly possible, too, that any one would have imported a yacht from England into Holland — at that time the home of yacht-building ; whose shipwrights also excelled in ship-building. It is probable, rather, that the *Princess Mary* was built in Holland about 1677, during the





year Prince William married the Princess Mary of England, in whose honor the yacht was christened.

A portrait is here given of this yacht, lying off Delft Haven. On her high stern may be seen the arms of the Prince of Orange, and on her flag-staff the standard she carried when William of Orange came from Holland to become the King of England, bearing the motto : "THE PROTESTANT RELIG : AND THE LIBERTY OF ENGLAND" ; also the motto of the house of Nassau : "JE MAINTIENDRAY."

The admirals of the seventy ships that composed the fleet that escorted William to Torbay, where he landed November 5, 1688, carried a red flag with the first of these mottoes inscribed upon it.

In February, 1689, a number of yachts, — the *Princess Mary* among them, — were sent to Holland with a fleet under command of Lord Admiral Herbert to escort Queen Mary to England. An illustration of her landing at the Isle of Thanet, February 22, 1689, is here given, showing three of the royal yachts in the foreground saluting, the smoke from the guns somewhat obscuring their hulls.

This distinction should have been enough for any yacht ; and the *Princess Mary*, about twelve years old, — although some writers state her age to have been, then, more than half a century, — might well have retired with honor. But her career was not ended ; in reality it had only begun.

One warm afternoon late in the spring of 1856, the rays of the declining sun flooded the old Admiralty Court at Westminster and embellished the

little desks and tables, — covered with worn and faded green baize, — the uncommonly hard wooden benches, with conscientious upright backs, and the witness box of the size of a Dundee whaler's crow's nest, and of about as much comfort, which comprised the principal furniture of the old Admiralty Court. Some of us still remember the old place with affection ; for within those homely walls were recorded, under oath and cross-examination, stories of the sea so vivid and picturesque, that, in dramatic effect and exciting interest, the inventive genius of the novelist has never excelled, and rarely equalled them.

A case was being tried there before Justice Stephen Lushington, D.C.L., one of the most celebrated among the many renowned jurists of Great Britain. Counsel was arguing concerning the alleged age of the vessel to which his brief referred, and was pursuing the even tenor of his discourse, — as counsel sometimes do when no jury is present, — when the judge remarked, from the bench, that about forty years before (1816) he was counsel in a case relating to the vessel that had brought over William of Orange to England.

As may be imagined, this gave decided interest to the case ; without it, in all probability, it would never have been heard of again. His Honor's remark started some of the journalists of Great Britain in the wake of the *Princess Mary*, and they closely followed her, finding her in good shape for one hundred and thirty-nine years. A few, not content with this, and by beginning early, increased









their calculations from fifty to seventy-five years more.

It must be stated, however, that the remark of the learned Justice Lushington was not strictly accurate; for the vessel that "brought over" the future King of England from Holland, was the ship *Briel*, although William left the shores of Holland on board the *Princess Mary* and later boarded the *Briel* and landed from the *Princess Mary* in England.

After disembarking the future King, the *Princess Mary* enjoyed many years of dignified and honorable employment. She was used as a royal yacht during the reigns of William III. and Queen Anne: and upon the death of the Queen she came into possession of his Majesty, King George I. But in 1714, by his order, she ceased to form a part of the royal establishment; and about the middle of the eighteenth century, during an outburst of economy, she was sold by the Government, to Messrs. Walters & Co., of London, who changed her name to the *Betsy Cairns*, in honor of a West Indian lady of that name. She was then variously employed: as a West Indiaman, privateer, and Smyrna figger. For about fifty years she was employed in this kind of work, until in 1810 she enjoyed a glimpse of her former glory by being chartered into the royal service for a few months, and becoming a transport under King George III., being present at the siege of Cadiz, and becoming also the headquarters of the Royal Marine Artillery.

She next became the property of Messrs. Carlins & Co., of London, and was converted into a collier, transporting coals between Newcastle, London, and the Continent. In all these employments she did her work well, and bore the reputation of being "a lucky ship and a fast sailer."

It was this period of her career that inspired the brilliant and witty Dr. Sheldon McKenzie to write, in later years, these impromptu lines in an album:

"Behold the fate of sublunary things:  
She exports coal which once imported Kings."

In 1825 she was purchased by Mr. George Finch Wilson, of South Shields; but by this time her figure-head was gone and she had become a full-rigged brig. On February 27, 1827, while bound from Shields to Hamburg with her usual cargo of coals, she struck, in a heavy gale, upon the Black Middens,—a dangerous reef of rocks at the mouth of the Tyne,—and in a few days went to pieces.

At this time she must have been well-known throughout Great Britain; for the news of her disaster brought to the wreckers of Shields applications for pieces of her remains from all over the country. The Orange Lodges were especially importunate.

Souvenirs of various kinds, such as snuff-boxes, paper-knives, and ink-stands were made from her oak planking and timbers,—age and exposure having made them as hard and black as ebony. Each member of the corporation of Newcastle was presented with a snuff-box, beautifully ornamented;

while two carved figures, part of her original knightheads, are now in the possession of the Brethren of the Trinity-house, Newcastle. A beam with carved and gilded mouldings, which formed part of her principal cabin, became the property of Mr. Rippon Waterville, North Shields.

At the time of her wreck the *Betsy Cairns* was 80 feet 3 inches in length, and 23 feet in breadth; was carvel built, and had two decks, the height between the decks being 6 feet 6 inches.

There is no record of her having been rebuilt while known as the *Princess Mary*, though it is probable she was kept in good repair. As the *Betsy Cairns*, however, it is extremely improbable that she ever received more than the most necessary repairs; for in those days it was the custom for owners to let their vessels run until they sank into watery graves and became the property of underwriters.

The long and useful life of this vessel is an eloquent tribute to the excellence, at this period, of material and workmanship; and yet this very durability, perhaps more than in any other thing, proved the most effective obstacle to improvement in naval architecture and construction. The fact that a vessel 139 years old could earn a living by carrying coals, shows how slight must have been the improvement in vessels in this flourishing and important industry, where competition is keen and intelligent.

This old craft was an object of especial affection, not unmixed with superstition, among the

sailors of the east coast. For many years a memorable prophecy had been associated with her fortunes, to the effect, "that the Catholics would never get the better while the *Betsy Cairns* was afloat"; hence, these rugged, brave seamen heard of her fate with grief and apprehension.

The *Princess Mary*, however, had, during a portion of her career, two companions almost as venerable as herself. One of these was the royal yacht *William and Mary*, built at Chatham, by R. Lee, in 1694; length of keel, 62 feet 10 inches; breadth, 21 feet 7 inches; depth, 10 feet 6 inches; 172 tons burden, rebuilt at Deptford in 1765. She appears in the Navy List of 1800, being then under repair at Deptford, and at that date was the oldest vessel in the British Navy. The next oldest was the royal yacht *Medina*, built at Portsmouth in 1702; length of keel, 42 feet 10 inches; breadth, 17 feet; depth, 8 feet 6 inches; and 66 tons burden.

These yachts were in active service in the year 1800, and probably later, although they disappear from our sight at this date, except that the name of the *William and Mary* was changed to the *Coquette* in 1807. Had they possessed the power of speech and memory, what stories they could have told of fêtes and frolics on the starlit, summer sea, the gentle breeze bearing across her calm bosom the sweet perfume of ripening fields; of gallant men and fair women, their vows of constancy and love whispered and sealed by lips long silent and turned to dust; Of war and battle; of crashing, splintering

shot, flashing sabres, boarding pikes, and vicious grappling irons ; of gun-crews stripped to the waist, with hairy arms and bodies tattooed in India ink, smeared with gunpowder and sweat ; the oaths of the wounded and moans of the dying ; the fierce wild shouts of victory, as the enemy hauled down his colors, blood trickling from the lee scuppers, amid smoke and the tumult of battle. Of bleak wintry gales, the spray flying across the decks, sheathing the bulwarks and rigging in icy armor ; the giant waves rushing onward, bearing their white crests on high like warriors in battle, surging in seething breakers under the lee.

These visions, and many more, lay hidden among the oaken planks and timbers of these ancient sisters of the sea. We may look and look in vain for their records upon the page of history—they perished when these old-time yachts silently vanished from the ocean.

In the year 1690, among the numerous plots and counterplots incident to the Jacobite movement, was one in connection with which Viscount Preston undertook to convey certain letters,—one from Catherine Sedley, of a personal, if not private, nature, complaining of her lover, etc. ; and two others of importance, one from Francis Turner, Bishop of Ely, intended for the Court of St. Germain, and the other to Mary of Madena, then residing in France. To carry out his plans, Preston chartered the smack *James and Elizabeth* to transport him and two Jacobite agents, named Ashton and Elliot, from the Thames to France.



The skipper of this craft, it appears, "conceived a suspicion that the expedition for which the smack had been hired was of a political rather than of a commercial nature," and it occurred to him that more might be realized by informing against his passengers than by performing the service he had been engaged for.

He accordingly gave information of what was going on—probably through the usual channels—to the Duke of Leeds, then Lord President, "who took his measures with his usual energy and dexterity and put a trusty officer named Billop in charge of his eldest son's yacht to intercept Preston and his fellow-conspirators."

Now, it appears that this son of the Duke of Leeds was Caermarthen, Earl of Danby, and, as we shall presently see, was a friend of Peter the Great. According to Macaulay, he was a "bold, volatile, and somewhat eccentric young man, fond of the sea and lived much among sailors, and was the proprietor of a small yacht of marvellous speed."

Billop and a crew of picked men went down the river in the yacht, "as if for the purpose of pressing mariners," and "at dead of night," on New Year's Eve, 1691, Preston and his companions went on board the smack near the Tower, and made sail down the river in "great dread" lest they be stopped by the frigate at Greenwich, or by the guard at the block-house at Gravesend. Having escaped these difficulties, their spirits naturally rose, and their appetites became keen. So they unpacked a hamper, containing "roast beef, mince

pies, and bottles of wine," and were preparing to make merry when the skipper reported that "a vessel from Tilbury was flying through the water after them."

This intelligence proved so startling that the three jolly conspirators speedily turned in dismay from the good cheer spread before them, to a place where safety was the chief consideration. This proved to be a hole among the gravel-ballast, into which they clambered with alacrity, whereupon the hatch-covers were quickly put on and secured. But had they known as much as their perfidious skipper, they would have saved themselves this trouble; as it is quite probable that this astute mariner, in addition to enjoying their discomfiture and his now certain prospect of reward, also derived pleasure from their mince pies and bottles of wine.

At all events, Caermarthen's "yacht of marvellous speed" soon ranged alongside, and "Billop at the head of an armed party came on board." The hatch-covers were removed, the conspirators arrested, their clothes examined, and letters seized. Failing in their efforts to bribe the incorruptible Billop, all were taken on board the yacht, and safely landed at Whitehall Stairs in the evening.

In 1698, Peter the Great came to England in pursuit of knowledge relating to naval affairs and shipbuilding. Becoming weary of the life in London, he vacated his quarters in Norfolk Street, overlooking the Thames, for Sayers Court, the estate of John Evelyn, near Deptford. Here he worked as a shipwright in the dockyard. Macaulay

records that, "Peter gave himself up to his favorite pursuits. He navigated a yacht every day up and down the river. His apartment was crowded with models of three-deckers and two-deckers, frigates, sloops, and fire-ships. The only Englishman of rank in whose society he seemed to take much pleasure was the eccentric Caermarthen, whose passion for the sea bore some resemblance to his own, and who was very competent to give an opinion about every part of a ship from the stem to the stern."

Czar Peter, however, had been a yachtsman long before he came to England. It is related that "when a boy he was one day walking with Francis Timerman, who then lived with him as his tutor, about the grounds of Ishmaeloft, an old palace of the family near Moscow, when, among other things, he happened to notice a boat, and asked Timerman what it was, and how they made use of it. His tutor explained that it went with a sail, with the wind or against it, which made him greatly wonder, and, as though not credible, raised his curiosity to see a proof of it." Carsters Brand, a shipwright from Holland, who had been employed by Peter's father, was accordingly directed to repair the boat and fit her out. He then sailed up and down the Yause, a small river near Moscow, in Peter's sight, "which was a great wonder to the Czar, and pleased him exceedingly."

As may be supposed, Peter wished, like any other well-regulated boy, to sail this boat himself; and he also considered the waters of the Yause too narrow for successful navigation; so he ordered

the boat to be carried into water called the Prussian Pond. This proving not much better, he resolved to have her taken to the Lake Perestave. By this time, his mother, the Czarina, became alarmed and endeavored to dissuade him from his intention, but, with the ingenuity of youth, Peter contrived to have the boat transported to Lake Perestave, and then, under pretext of performing a vow in Trinity Monastery, prevailed upon his august mother to allow him to make the journey. After inspecting the lake, he persuaded her to build a house there. Eventually Carsters Brand also was established in a small shipyard on the shore of the lake, where he built two miniature frigates and three small yachts. With these Peter diverted himself for a few years. In 1694 he visited Archangel, and sailed from there in his yacht the *St. Peter*, for Ponoia, in company with the English and French fleet of merchant ships under convoy of a Dutch man-of-war, commanded by Captain Jolle Jolson. Peter was so delighted with this voyage that he resolved upon building a fleet and establishing shipbuilding yards on the river Veronez. Shipwrights were sent for from Holland, and in 1696 the first naval vessels were constructed in Russia. Peter sent great numbers of his nobility and gentry into Holland and other countries to learn shipbuilding and navigation. In 1697 he went himself to Holland, and there engaged as a workman in a shipbuilding yard near Amsterdam, working at all the branches of ship-construction, from laying the keel to the bending of sails. It is related of him that, while doing

some rigging-work one day in the maintopmast cross-trees, an ambassador was announced. Peter ordered him, much against his will, to climb the rigging and pay his respects. The unfortunate ambassador upon doing so, found the Czar enthroned, with a marlinspike for a sceptre and a tar-bucket slung round his neck.

From Holland Peter went to England on board of a British ship-of-war, commanded by Admiral Sir David Mitchell. He was greatly interested in everything on board, and asked the admiral many questions concerning the modes of punishing seamen in the British Navy. When keel-hauling, among other things, was mentioned, Peter desired that it might be explained to him by actual experience. The admiral was obliged to decline the request, not then having an offender deserving this punishment; to which the Czar replied, "take one of my men." Sir David had some difficulty in making the Czar comprehend that all on board his ship were under the protection of the laws of England, and that he was accountable for every man there according to those laws. This appeared to surprise Peter, and he reluctantly abandoned keel-hauling as an amusement. At this time the Czar was in his twenty-sixth year.

After remaining in England for about three months, Peter returned to Russia, where he took upon himself the title of Master Shipwright, and made, with his own hands, the model and drawings of a 110-gun ship-of-war, which proved one of the best vessels built at that time.



In 1723 the Czar ordered a grand Naval Review, and in June he sailed with his fleet from Revel to Cronstadt. When the fleet had assembled, the little boat in which he had first sailed on the Yause, and which he had caused to be beautifully decorated, was brought into the fleet on the deck of a galliot, and the admirals of the fleet were ordered to pay her their respects. The fleet then weighed anchor and stood into the haven, except the galliot, which remained outside. The Czar then made a visit with the admirals, and had his boat launched from the deck of the galliot, flying the Imperial standard. He christened her the *Little Grandsire*, as he regarded this boat as the father of the Russian Navy. He then ordered her manned by the three senior admirals and the chief surveyor of the Navy, Ivan Golovin ; and, steering himself, he sailed into the haven, the whole fleet saluting with their guns. Then came a splendid banquet, and "the evening closed with merriment."

A few days later the *Little Grandsire* was taken to St. Petersburg and carefully laid away in the castle, where she is still preserved.

Czar Peter died in 1725, in his fifty-third year, and the thirty-sixth one of his reign.

In 1699 the first Eddystone Lighthouse was completed. This structure was built by Winstanley, who, with others, lost his life when the lighthouse was swept away by a severe storm, November 27, 1703. Rebuilt in 1708, it was finally burnt in 1755. In 1759 Smeaton completed the third Eddystone Lighthouse. For more than a century it stood, a



monument to his genius, and outlasted the rock upon which its foundation was laid.

During the rebuilding of the first lighthouse a French privateer on one occasion captured and bore home in triumph all the workmen, with their tools, from the rock, France at that time being at war with England. When Louis XIV. heard of this, he immediately ordered the workmen to be released and their captors put in their places, indignantly remarking that though he was at war with England, he was not at war with mankind, and that a lighthouse was intended to benefit every maritime nation on the earth.

## CHAPTER VII

### GREAT BRITAIN AND THE UNITED STATES

New York in 1679—The earliest American schooner—American origin of the term—The first American lighthouse—New York in 1717—The yacht *Fancy*—New York in 1746—The American lumber trade restricted to sloops—Influence of this rule upon shipbuilding—Captain Schank's sliding keel—American independence—First appearance of the American flag in the Orient—Stephen Girard—The *Enterprise*—American sloop—Voyage to China and back—Captain Shackford crosses the Atlantic alone—First American vessel to circumnavigate the globe—Discovery of the Columbia River—Voyage of the sloop *Union* round the world—North River sloops—The leeboard—First American yacht, the *Jefferson*—Evolution of the centre-board—Centre-board patent of 1811—Baltimore clippers—Privateers—Frigates—The *Constitution*—Exploits of the American Navy—Life on the ocean.

AFTER the occupation of New York by the British in 1664, most of the Dutch settlers continued their residence, and exerted a considerable influence upon the social customs of the time. To this day, many of their names and the names of their old landmarks are familiar about New York. Hence, it seems probable that they continued also to build and own yachts, although no record of them has been preserved.

The first schooner built in America, and, no doubt, in the world, was constructed by Andrew Robinson at Gloucester, Massachusetts, in the year 1713. As we have seen, two-masted vessels with fore-and-aft sails were built in Holland early in the

seventeenth century; but they were not called schooners, and they were not schooners as we understand the rig. In fact, prior to the above date no trace can be found of a schooner.

Babson's *History of Gloucester* contains an interesting account of this vessel: "A current tradition of the town (Gloucester) relates the origin of the 'schooner'; and abundant testimony, of both a positive and negative kind, confirm the story so strongly, that it is unnecessary to take further notice here of the verbal account. Dr. Moses Prince, brother of the annalist, writing in this town September 25, 1721, says: 'Went to see Capt. Robinson's lady, etc. This gentleman was the first contriver of schooners, and built the first of the sort about eight years since; and the use that is now made of them, being so much known, has convinced the world of their conveniency beyond other vessels, and shows how mankind is obliged to this gentleman for this knowledge.' Nearly seventy years afterwards, another visitor gives some further particulars of this interesting fact. Cotton Tufts, Esq., connected with us by marriage, being in Gloucester, September 8, 1790, writes: 'I was informed (and committed the same to writing) that the kind of vessels called "schooners" derived their name from this circumstance; viz., Mr. Andrew Robinson of that place, having constructed a vessel which he masted and rigged in the same manner as schooners are at this day, on her going off the stocks and passing into the water, a bystander cried out, "Oh, how she scoons."

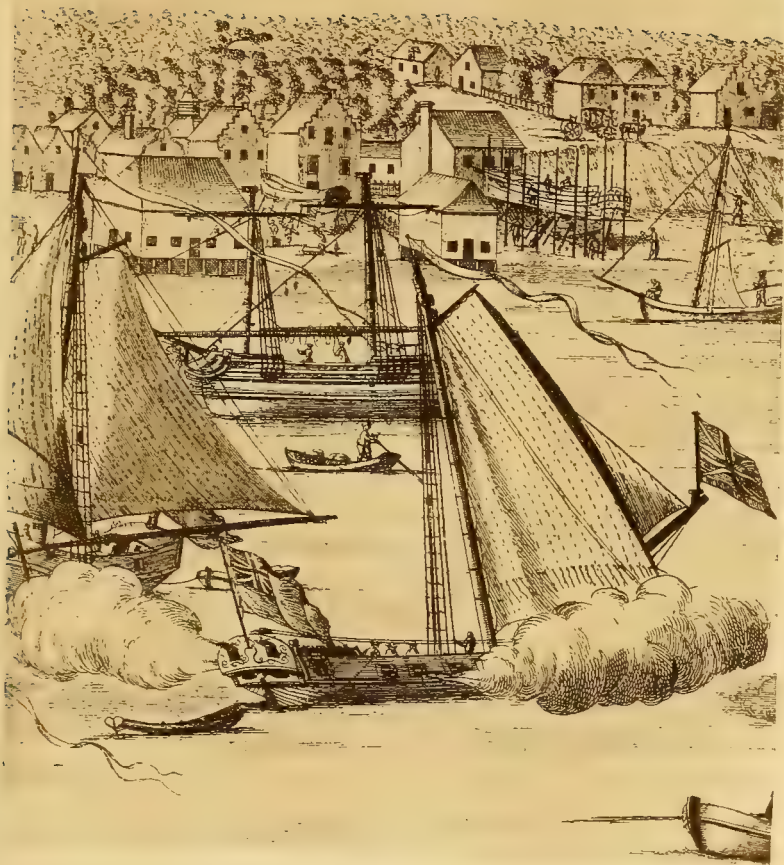
Robinson instantly replied, "A schooner let her be." From which time, vessels thus masted and rigged have gone by the name of "schooners"; before which, vessels of this description were not known in Europe or America.' This account was confirmed to me by a great number of persons in Gloucester. The strongest negative evidence corroborates these statements. No marine dictionary, no commercial record, no merchant's inventory, of a date prior to 1713, containing the word 'schooner,' has yet been discovered; and it may, therefore, be received as an historical fact, that the first vessel of this class had her origin in Gloucester, as stated by the respectable authorities above cited.

"The result of my explorations in these fields may interest some readers. Let us begin at home. In the ten years immediately preceding 1713, more than thirty sloops were built in the town, but no schooner. The first mention of a vessel of this class in our records occurs in 1716, when a new schooner belonging to the town was cast away at the Isle of Sables. In the inventory of the estate of John Parsons, who carried on the fishing business, we have, in 1714, ' $\frac{1}{3}$  of a fishing vessel, £19;  $\frac{1}{2}$  of a shallop, £15;  $\frac{1}{2}$  of an open sloop, £20'; but among the effects of Nathaniel Parsons, deceased, in 1722, are given 'Schooner *Prudent Abigail*, £180; schooner *Sea Flower*, £83; and schooner *Willing Mind*, £50.' The notes of my examination of the Essex Probate Records show, from the inventory of Capt. Beamsley Perkins of Ipswich, 1721, a 'skooner, £200; small ditto, £22'; the

first mention of the name I could find there. In the next year appears, in the inventory of Capt. John Stacy, late of Marblehead, 'a skooner called *Indian King*, £250.' A day's examination of several volumes of the Suffolk Probate Records ended at 1714 with the desired result. No schooner was found. In that year was entered the inventory of John Wilson, shopkeeper, of Boston, from which I copied as follows: 'A sloop lying at Cape Anne ( $\frac{1}{4}$ ) £45; a quarter of another sloop at Cape Anne, £45; 1 quarter of the sloop *Society*, £40; the sloop *Sea Flower*, £20; one half of a sloop, £75;  $\frac{1}{8}$  part of a sloop, £25.' The early Boston newspapers do not always mention in their marine intelligence the class to which a vessel reported belongs. In looking over imperfect files of these papers, the first schooner I found was the *Return*, outward bound (June, 1718) for Great Britain; the next (March, 1720), the *Hope*, for Virginia; and the *Phoenix*, for Terceira. In 1722 were the schooner *Hope*, for Virginia; a schooner of about fifty tons, taken by pirates at the eastward; the schooner *Mary*, and schooner *Samuel*, taken by Captain Edward Low, a pirate, near Cape Sable; and the schooner *Milton*, and schooner *Rebeckah*.

"One can imagine the eagerness with which the active and inventive mind of Robinson seized upon the strange word applied to the peculiar motion of his vessel as she glided from the stocks, and the delight with which he exclaimed, as — according to the custom of the time — he dashed a bottle of rum against her bow 'A scooner let her be.' Tradition









points to a spot on the wharf of Messrs. Samuel Wonson and Sons, then owned by Capt. Robinson, as the place where this vessel was built. The name given to her was meant at first, probably, to be her particular appellation ; but after she was 'masted and rigged' in a peculiar manner, which was soon adopted by others, she became the type of a class, and the designation passed from a proprietary to a common use. That she was so 'masted and rigged,' is evident from the fact that she became the type of a class."



BOSTON LIGHT, 1717

Although the foregoing evidence, both positive and negative, appears conclusive, it has been questioned by some writers ; yet they have failed to produce any record of the existence of a schooner prior to 1713.

The word *Schoon*, however, is Dutch, and from the Dutch-Latin dictionary already referred to, published in 1599, we find *Schoon*—beautiful, fair, lovely; and then follow some thirteen applications of the word, but nothing to indicate that it was at that time applied to a rig or a vessel.

In 1716 the first lighthouse built in North America was erected on the Little Brewster, an island at the entrance of Boston harbor; it is known throughout the maritime world as Boston Light. During the following year William Burgis, of London, published an engraving of this lighthouse, in which the tender appears. From it we can form an idea of a large sloop of that period.

In 1717 an engraving of New York harbor also was published by William Burgis, dedicated "To his Excellency, Robert Hunter, Esq., Captain-General and Governor-in-Chief of the Provinces of New York, New Jersey, and the Territories depending thereon in America, and Vice-Admiral of the same." The engraving shows several yachts, one of which is evidently a Government yacht saluting, while the other, the index informs us, is "Colonel's Morris's *Fancy*, turning to windward with a sloop of common mould."

This yacht is mentioned in the *Memorial History of New York*, as follows: "Racing on the water was not much in fashion, though the gentry had their barges, and some their yachts or pleasure sail-boats. The most elaborate barge, with awning and damask curtains, of which there is mention, was that of the Governor Montgomerie, and the most





noted yacht was the *Fancy* belonging to Colonel Lewis Morris, whose Morrisania Manor, on the peaceful waters of the Sound, gave fine harbor and safe opportunity for sailing."

In another view of New York in 1746 the portraits of two small sloops appear; one with, what may be termed, the old style of rig-staysail and jib; the other with only one head-sail; so that we may infer that about that period the American sloop rig was introduced.



EARLY AMERICAN SLOOPS, 1746

It has previously been mentioned that the sloop originated in Holland, and, like the yacht, was introduced into America and England from that country. It eventually developed into the British cutter and American sloop, and from being a ship's boat, it became a seagoing vessel of considerable tonnage. Up to the beginning of the nineteenth



century the only difference between a cutter and a sloop in England was that, while a cutter carried a running bowsprit and her jib was set flying, a sloop had a standing bowsprit and her jib was set on a stay. The evolution of the cutter rig in England we shall deal with later.

In the eighteenth century a large number of sloops were built in America, both for trading and the fisheries. Some of the larger sloops carried a square topsail, topgallant-sail and flying jib.

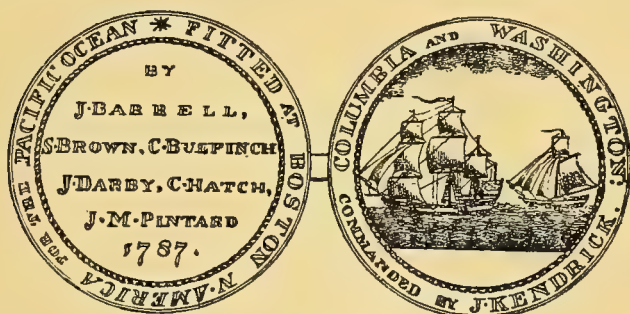
In 1714 the sloop *Hazard* was sent from England to America to carry the news of the accession of King George I. to the throne, and orders for the Colonial Government. After crossing the Atlantic, she was wrecked and lost off Cohasset, Massachusetts, November 12th of the same year.

Before the Revolution, England allowed lumber to be imported from her American colonies in sloops only. This naturally led to the building of sloops of large tonnage; consequently, in 1772, a sloop of 140 tons register was built on the Kennebec River for the timber trade. No doubt, too, there were other sloops of almost the same tonnage engaged in the Atlantic trade.

In 1771 there were 125 sloops sailing on the Hudson River between New York and Albany, engaged in carrying freight and passengers.

In 1774 Captain John Schank, R. N. (afterward admiral), while stationed at Boston, Massachusetts, "in consequence of a hint from his Grace the Duke of Northumberland" (*Naval Chronicle*), built the first boat, or vessel, fitted with a sliding keel, as he

representation of the medal that was struck to commemorate the departure of these vessels, is here given. They arrived off the northwest coast of America, after being separated off the Horn in a hurricane, on April 1, 1788, latitude  $57^{\circ} 57' S.$ ; longitude  $92^{\circ} 40' W.$  Both crews were nearly exhausted from severe cold and exposure. After trading along the coast, the *Columbia* proceeded under command of Gray to Canton; thence to Boston; where she arrived August 10, 1790, amid



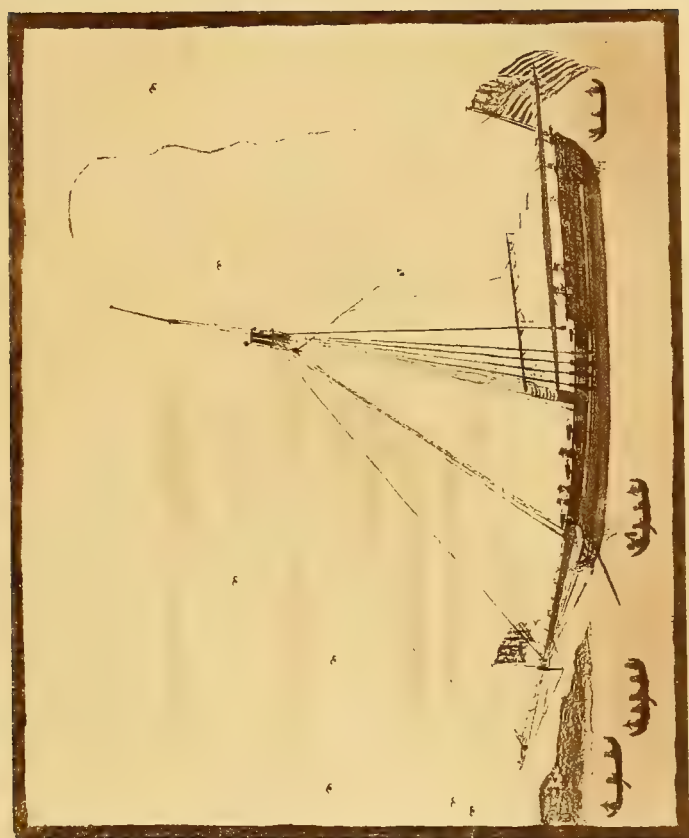
great rejoicings,—the first American vessel to circumnavigate the globe. The *Washington*, under command of Captain Kendrick, crossed the Pacific several times, visiting China and the Hawaiian Islands, where Kendrick was accidentally killed in 1793. After many adventures the *Washington* was wrecked and lost during the same year in the Straits of Malacca. A portrait of these two vessels is here given; copied from a sketch by Robert Haswell, third officer of the *Columbia*. During the latter part of her career the *Washington* was rigged as a brigantine; and on a subsequent voyage

the *Columbia*, still under command of Grey, discovered "the great river of the West," which bears her name.

August 28, 1794, the sloop *Union*, 98 tons, commanded by Captain John Boit, sailed from Newport, R. I., for a voyage around the globe. It was successfully accomplished. Boit had been an officer on board the *Columbia* during her second voyage of discovery, and when he took command of the *Union* was only twenty-one years of age. The following is an extract from his journal written at the time :

"The sloop *Union* was fitted out in Newport, R. I., for a voyage to the North West coast of America, China, Isle of France and back to Boston. She was completely overhauled during the months of July and August, and on the 28th of August dropped into Coasters Harbor. Stores and provisions were taken aboard for a three years' cruise, besides a cargo of sheet copper, bar iron, blue cloth, blankets, trinkets, and other articles suitable for traffic with the North West Indians for furs. The sloop was completely fitted out for the voyage with a crew of 22 in number. Had good quarters, mounting 10-carriage guns, 6 & 3 pounders & eight swivels on the rails."

In closing his account of the voyage Captain Boit remarks, "During this voyage which lasted 22½ months the crew enjoyed good health. No doubt the care that was taken to keep them clean and to fumigate their berths was the best prevention for the scurvy that could possibly have been





adopted. I believe the *Union* was the first sloop that ever circumnavigated the globe. She proved to be an excellent seaboat, and was a very safe vessel. Still I think it too great a risque to trust to one mast on such a long voyage, when a small brig would answer on the N. W. Coast as well. The Cargo came out in fine order and I received great gratification in the idea that my conduct through the voyage had been very satisfactory to the owners, and although my voyage was not so lucrative as was contemplated at the commencement, owing to the rise of skins on the N. W. coast and fall of the same at Canton, still upon the whole it was a saving voyage. No vessel that left Canton in company with the *Union* made so quick a passage, although we were detained a fortnight at the Isle of France. She rarely exceeded 130 knots a day, though once northbound in the Pacific with a strong wind abeam and following sea, fine weather, under all sail she logged 168 and 188 knots for two consecutive days."

The *Union* arrived at Boston July 8, 1796. She was owned by Crowell Hatch and Caleb Gardner, merchants of Boston. Captain Boit was born in Boston, 1773 ; he was the son of John Boit, a well-known Boston merchant and ship-owner.

The *Union* was the first, and probably the only sloop that has ever circumnavigated the globe—it will be remembered that the *Spray* made the greater part of her voyage rigged as a yawl, when commanded by that justly-famous seaman and navigator, Captain Joshua Slocum.



Other instances might be cited showing the excellent seagoing qualities of the sloops of this early period—the worthy ancestors of the famous American centre-board sloops of the nineteenth century.

In 1780 five Albany capitalists formed a company and built the sloop *Experiment*. She was handsomely fitted for carrying passengers between Albany and New York, and proved so successful, that in 1787 the company built another sloop of the same type and for the same purpose. In 1810 there were 206 sloops running regularly between New York and Albany.

At this period, nearly all the Hudson River sloops carried lee-boards. The centre-board had not then come into existence; and in the keen and continual rivalry on the river these sagacious old-time traders availed themselves of the lee-board, it being especially adapted to the navigation of the Hudson.

In the year 1801 the yacht *Jefferson*, 22  $\frac{15}{8}$  tons, was built at Salem, Massachusetts, by Christopher Turner, for Captain George Crowninshield, of Salem. Her length was 35 feet 10 inches; breadth, 12 feet 4 inches; depth, 6 feet, and was first rigged as a schooner and afterward as a sloop. She was used by Captain Crowninshield as a yacht until the breaking out of the War of 1812, when she was armed and was the second vessel commissioned by the United States Government as a privateer. The *Jefferson* was commanded by Captain John Kehew, and carried a crew of thirty men. She captured the *Nymph*—the second prize of the war

the opening an inch or two wider than the other end, and then when the shutters are put in, by working them large and driving them in end foremost, it may be sufficiently tight without any caulking.

“The lee board is made as follows: It is to be made of two thicknesses of plank, laid together crossing each other enough to make it sufficiently strong, and thick enough to play through the aforesaid mortise and haul up into the said sheath whenever necessary, and wide enough to fill up said sheath from near the bottom of the keel to the beam that passes across the top of the said sheath, and the length agreeable to the length of the said sheath, with the after end swept off on a true sweep from the bolt hole that it hangs on; said bolt hole to hang it by, is to be four-fifths from the after end and near enough to the bottom for a true sweep that strikes, the forward end to strike the bottom and worked off to the same; it is to be hung on a bolt sufficiently strong, passing through one pair of the aforesaid knees, with a head on one side and a forelock on the other, high enough to fetch the bottom within the keel with a clasp and thimble riveted on the upper side of the after end for the purpose of a lanyard or tackle to be made fast to hoist it into the sheath and when necessary the top of the sheath, the after part to pass through the deck with a check fitted at the after end of the frame, with a sheave in it for the lanyard to pass through for the purpose of hoisting it up, and to make the said sheath sufficiently strong there must

be a keelson run on each side of the frame and bolted through the aforesaid knees into the keel.

JACOCKS SWAIN,

HENRY SWAIN,

JOSHUA SWAIN.

Witnesses : Elijah Townsend, John Townsend."

This so-called "lee board through the bottom" is the centre-board very much as it exists to-day, and is the first record to be found in America in which it is described. Shuldharn and the Swains, who, no doubt, worked quite independently of one another, seem fairly entitled to whatever credit may be due to this combination of the Dutch lee-board and well, or trunk, of Schank.

In the history of Rockland County, New York, Dr. Green, the author, states that the first centre-board vessel of any size built in America, if not in the world, was constructed at Nyack-on-the-Hudson, in 1815, by Henry Gesnor, for Jeremiah Williamson; and notwithstanding the predictions that her failure would be certain and immediate, the sloop, which was named the *Advance*, was in active service for many years, and proved a good and fast vessel.

The first schooner, as we have seen, was built at Gloucester, in 1713, and the rig soon became a favorite one in the United States. The fishing vessels of Massachusetts Bay held to the original fore-and-aft rig, which is used by them at the present day; but the larger schooners of that period were usually rigged with square topsails. Another rig was the brigantine, square-rigged at the fore, and

schooner at the main; while the original fore-and-aft rig was sometimes used on schooners of considerable tonnage for those days.

The Baltimore clippers of that period, usually rigged as topsail schooners, enjoyed a well-earned reputation for speed and weatherly qualities. And the enormous profits resulting from the slave-trade, became an incentive to improvements in model and rig. Many of these schooners sailed under the flags of Spain and Portugal, but the war of 1812 between the United States and Great Britain furnished in privateering an irresistible stimulant to the ship-owners, shipwrights, and seamen of the seaports along the Atlantic coast. It was during this war that the Baltimore clippers achieved a world-wide reputation. Their models and rig were adopted at home; and after the war they became the standard of excellence in the Royal Navy and in the Yacht Club of England. Allusions to their long, low, black hulls and slender, raking masts have embellished and enlivened many a song and story.

The portraits of three of these famous vessels are here given: the *David Porter* showing the fore-and-aft rig; and the topsail schooner *Dolphin*,—both privateers,—and an unknown brigantine, probably a slaver or a privateer, to judge from the sail she has set to keep out of range of the guns of the frigate chasing her.

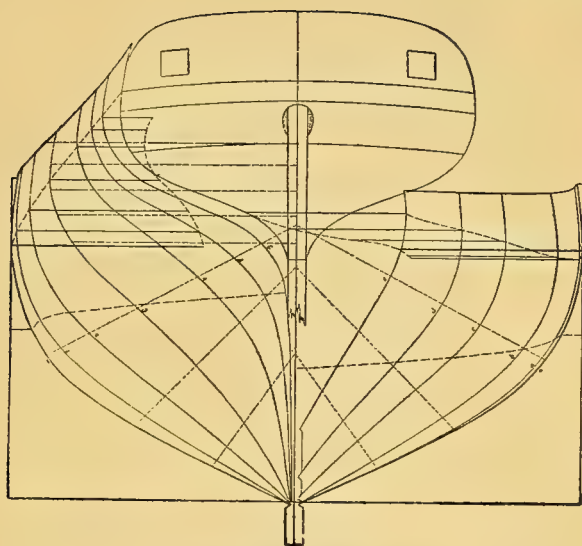
The lines of a Virginia privateer of 1812-15 are here given, and may be taken as a type of the Baltimore clipper of that period, showing a round, easy bow and midship section, with a long, clean

afterbody, raking masts and stern post; also the lines of a Chesapeake pilot boat of 1812, showing the same type. The dimensions of the privateer are as follows: Length on deck, 81 feet 4 inches; keel, 60 feet  $7\frac{1}{2}$  inches; breadth (extreme) 22 feet 2 inches; (moulded), 21 feet 10 inches; depth of hold, 8 feet 6 inches; burden in tons,  $1584\frac{2}{4}$ . Dimensions of the pilot boat: length on deck, 56 feet; keel, 42 feet 9 inches; breadth (extreme), 15 feet 3 inches; (moulded), 15 feet; burden in tons,  $528\frac{3}{4}$ .

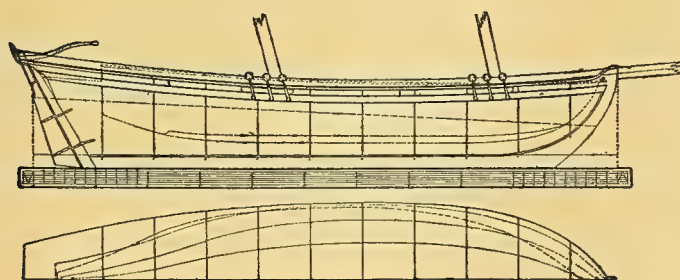
The War of 1812 demonstrated, as probably nothing else could, the wonderful progress the United States had made during the thirty-six years of its independence. And the exploits of her frigates, together with the skill and daring of her seamen, became the wonder and admiration of Europe as well as of her own people. In addition, these splendid vessels became object lessons for the British Admiralty.

The *Constitution* is perhaps the most celebrated vessel ever owned in the United States Navy, and it is to be hoped that this noble ship may long continue to be preserved as a memorial to the gallant seamen who contributed to her renown. Her portrait—painted by Salisbury Tackerman—here reproduced, represents her on July 18th, 1812, while being chased by a British fleet, composed of the *Africa*, 74 guns; *Shannon*, 38 guns; *Guerrière*, 38 guns; *Belvidera*, 36 guns; *Æolus*, 32 guns, and *Nautilus*, 14 guns. The memorable escape of the *Constitution* from this formidable squadron and the admirable manner in which she was handled by





A VIRGINIA PRIVATEER, 1812-15



A CHESAPEAKE PILOT BOAT, 1812



Captain Isaac Hull, his officers and crew, form one of the many brilliant exploits recorded in the naval history of the United States.

This famous vessel may be taken as a representative type of the American frigate of that period, six of which were ordered by Congress to be constructed at different ports, as follows :

*Constitution*, 44 guns, Boston ; *President*, 44 guns, New York ; *United States*, 44 guns, Philadelphia ; *Chesapeake*, 38 guns, Portsmouth, Va. ; *Constellation*, 38 guns, Baltimore ; *Congress*, 38 guns, Portsmouth, N. H.

All were built from models and designs by Joshua Humphreys of Philadelphia, and the most capable shipbuilders in the country were consulted and employed. At the breaking out of the War of 1812 the United States Government owned a small fleet, consisting of the following vessels :

*New York*, 36 guns ; *Essex*, 32 guns ; *Adams*, 28 guns ; *Boston*, 28 guns ; *John Adams*, 28 guns ; *Wasp*, 18 guns ; *Hornet*, 18 guns ; *Argus*, 16 guns ; *Siren*, 16 guns ; *Oneida*, 16 guns ; *Vixen*, 14 guns ; *Nautilus*, 14 guns ; *Enterprise*, 14 guns ; *Viper*, 12 guns ; in all twenty vessels including a few small gunboats.

Of the foregoing, the *New York* and the *Boston* were unseaworthy ; the *Oneida* was on Lake Ontario ; while the *Adams* required extensive repairs before she could proceed to sea, thus reducing the effective fleet of the United States Navy to sixteen vessels. At this period the Royal Navy of Great Britain numbered one thousand and sixty

sail. Of these, between seven and eight hundred were well-equipped sea-going vessels. Opposed to this gigantic naval power, the little squadron of the United States was in almost the same relative position that the scanty navy of England had found itself in the reign of Queen Elizabeth, when it was threatened by the imposing Armada of Spain. And, like England in her defense against Spain, the United States gathered her gallant sons and sent them out upon the ocean to attack the flag of Great Britain whenever and wherever it could be found upon the sea. Side by side with the memorable naval battles that illumine the pages of American history, on the lakes and on the sea, stand the heroic exploits of the privateers and their intrepid commanders and crews. From the record of Lloyd's, London, it appears that the American privateers captured during this short war of three years one thousand three hundred and forty-five British vessels. And Mr. Baring, M.P., rose in his place in the House of Commons and complained that "American privateers came into the Chops of the Channel and carried off British vessels, without the ability of the Admiralty Board to stop them." It also was stated that Captain Allen, in the brig *Argus*, committed more devastation in the English and St. George's channels than any hostile squadron that ever sailed out of a French port. And although this is but one instance of the skill and daring of these unique American seamen, many more could be cited.

The American sea-captains of that period were

men of intelligence and refinement. They were accomplished seamen, navigators, and merchants; and many of them, after retiring from the sea, rose to eminence and wealth. They were the first to demonstrate that the command of a merchantman was a position that any gentleman might be proud to hold. Of the same type were their officers and crews: bright, clean-minded, clear-eyed young fellows, learning to become captains, with cousins and aunts to welcome them when they returned home after their India and China voyages. And this high character among American merchant-seamen continued until the breaking out of the Civil War in 1861, the names of some of the oldest and best families in the United States being found up to that time on the shipping articles of Indiamen and China clippers sailing from the ports of Boston, New York, Baltimore, and Philadelphia. Among the old families of New England it was by no means uncommon for one son to be an undergraduate at Harvard or Yale, while another was either far away in India or China before the mast, or an officer on board a crack New York or Boston clipper ship.

The ships, too, were worthy of their officers and crews, and held the record for speed; while the reputation of both were so high that underwriters were eager to have them on their books, and shippers were content to pay from twenty to thirty per cent. higher rates for freight than to the ships of other nations.

Those were the days when canvas, hemp, and

wood had reached their highest limit of development upon the ocean; when captains with speaking trumpets commanded their ships from the quarter-deck. In those days ships carried single topsails with four reef-bands, studding sails, ringtails, water-sails and sky-sails, when

“A yankee clipper and yankee crew,  
A yankee mate and captain too”

were picturesque and even romantic objects of interest, which so many New England boys were unable to resist, and whose influence continued strong in after life; for the love of a ship and the sea once implanted is rarely, if ever, uprooted.

In what, then, does this pleasure of being on the ocean in a finely-equipped, well-manned and commanded sailing vessel really consist? One might answer: In what does the pleasure of anything really consist? Speaking broadly, and in a general way, it may be said that freedom from the countless vexations and worries of land is a negative pleasure; while in the comparatively small community of a ship, system, order, and the relative duties, rights and privileges of every person on board are defined, and the friction, the everlasting scramble, and the hurly-burly of land are unknown. Yet this life of social repose is enlivened by adventure; by the strong contrasts of work and rest, and by hardships even; which, ended, enhance the moment of happiness; while the ever changing conditions of the winds and waves are a constant interest. The nearness to the forces and glories of nature, the awful majesty of the hurricane is inspiring, as the

ship, stripped of her canvas, with naked spars, held between earth and sky in the strong grasp of the mighty ocean, wages her battle amid the wild waves and pitiless blast of the whirlwind. And this sublime solitude is never loneliness; for, on the ocean one is never less alone than when alone, and the absolute stillness and quiet when the winds and waves are at rest are peace to the soul. After months passed on the ocean the sweetest joy the seaman ever knows is the first faint perfume from the land, sweetening the odor of the brine. If his ship be homeward bound—shortening the distance and cleaving her way from horizon to horizon with all the canvas her spars and rigging will stand,—the first green water, coasting craft, taking a pilot, the lighthouse, the rattling of the cable through the hawse-pipe as the anchor grasps the land, laying aloft for the last time to stow the sails, the church bells of his native town, are joys to the seaman's heart no words can tell. "Home"—it is a word no landsman can ever know the full meaning of.



## CHAPTER VIII

### YACHTING UNDER THE FOUR GEORGES

The *Bolton*—*Princess Augusta*—First Sailing Match on the Thames—The cutter rig—The *Swift* and *Nimble*—The ketch and lugger rigs of France—Purchase of American schooners for the British Navy—The Chebucco boats—Thames rowing races—The Lord Mayor's aquatic procession to Westminster—The yacht *Catherine*—Cork Harbor Water Club—Its complete sailing orders.

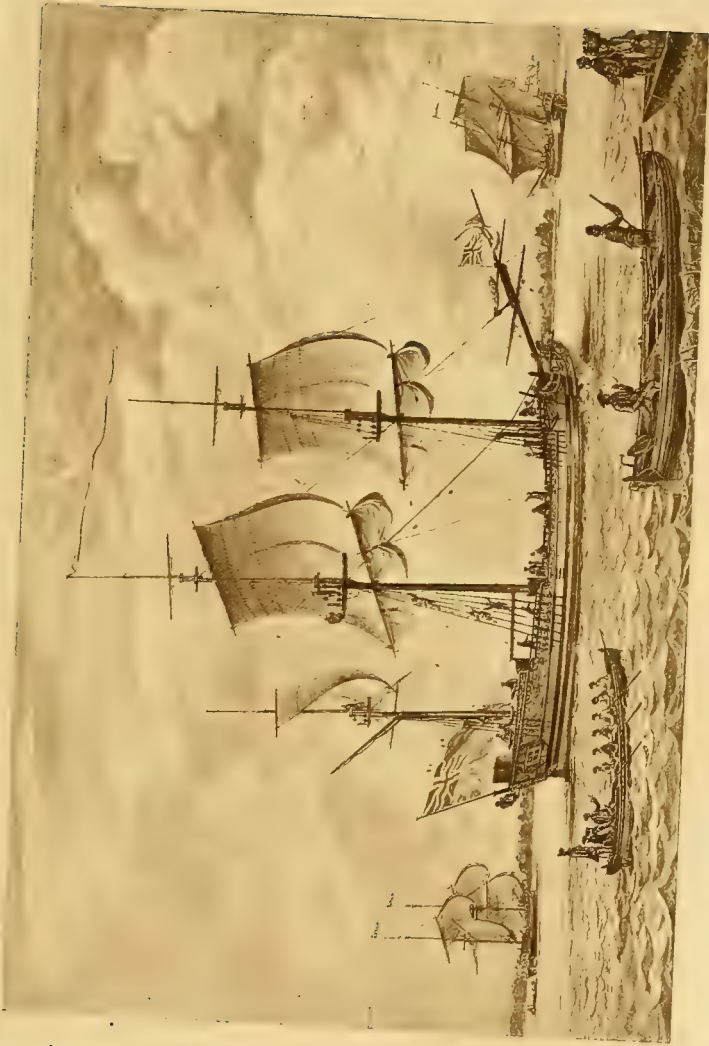
IT is much to be regretted that Pepys and Evelyn left no successors in the art of recording everyday events of interest at the time of their occurrence, else we should know far more of yachting history in England during the eighteenth century than is now possible. In Charles II. we miss a kingly patron of yachting in Great Britain. And one does not appear again until more than a century has elapsed,—King William IV. At his own request, on July 4, 1833, he became the patron of "The Royal Yacht Squadron," and to it he gave its name. This name the renowned club still bears.

However, despite the absence of royal favor, and though the records are scanty, there was, as we shall presently see, a good deal of yachting in Great Britain during the eighteenth century. For, once established, yachting is a sport so congenial to the English-speaking race, it is probable it will continue always. And while racing has become the prominent feature of yachting, to the true



yachtsman it is but a part, and, perhaps not, the most important. Moreover, yachting is a sport by no means confined to one yacht gaining mastery over others in point of speed; but to that grander mastery upon the sea, over tides, head winds, fierce waves, and over oneself in calms and fogs. And though these triumphs may not be heralded by guns, steam whistles, and brass bands, or witnessed by throngs on board of excursion steamboats, they are still the essence of yachting, giving, as they do, keen enjoyment at the moment, and remembered in after years with pride and pleasure.

In 1709 the royal yacht *Bolton* was built at Portsmouth: length, 53 feet 2 inches; breadth, 14 feet 6 inches; depth, 7 feet 6 inches; 42 tons; and in 1710 the royal yacht, *Princess Augusta*, was built at Deptford by J. Allen; length of gun deck, 73 feet 8 inches; keel, 57 feet 7½ inches; breadth, 22 feet 6½ inches; depth, 9 feet 6 inches; 155 tons, 8 guns; and she carried a crew of 40 men. This yacht was rebuilt in 1770 at Deptford and lengthened 7 feet. What her rig was up to that time is uncertain, but she appeared as a ship at that date. Her portrait is here given. King George III. attended the naval review at Spithead on board of her June 22, 1773; and on April 5, 1795, Princess Caroline of Brunswick, who had crossed from Cuxhaven to the Thames on board the frigate *Jupiter*, embarked on board the *Princess Augusta* at the Nore, and proceeded up the river to Greenwich. "Her Royal Highness, attended by Lord Malmesbury, Mrs. Harcourt, and Commodore Payne, went





in the barge on board the *Princess Augusta* yacht: when the standard was hoisted at the main-top, and Commodore Payne's broad pennant floated at the foretop. As the *Princess* passed Woolwich, the whole band of the royal regiment of artillery played 'God Save the King,' and the military cheered the standard. It was the first burst of loyalty her Royal Highness had heard on English ground, and it drew from her tears of joy. About noon the *Augusta* yacht reached Greenwich, when the *Princess* embarked in the barge, steered as before by Lieutenant Mainwaring, and landed on the right of the stairs, in front of the Hospital; where she was received by Sir Hugh Palliser, the Governor."—*Naval Chronicle*. The *Princess Augusta* appears in the Navy List of 1800 as being laid up at Deptford. She was subsequently broken up.

The first open sailing match on the Thames, of which any record appears, was sailed during the summer of 1749, and was won by the *Princess Augusta*, a small yacht or pleasure boat owned by George Bellas, a Register in Doctors Commons. The course was from Greenwich to the Nore and return; the prize being a silver cup presented by the Prince of Wales, afterward King George III. It appears that this youthful patron of sport had already presented a cup which was rowed for from Whitehall to Putney, in celebration of his eleventh birthday, on June 4th, of the same year, when it was intimated that he might also present a prize to be sailed for by yachts or pleasure boats on the Thames.

A short account of this sailing match was published at the time in the *Gentleman's Magazine*, which records that twelve vessels started though not mentioning their names, but relates that the *Princess Augusta* "in the going down to Woolwich was a mile before the rest, and at the Hope three miles, but in coming up by the shifting of the winds and the situation they were all in, two shot by her at Gravesend; notwithstanding which she came in first by ten minutes, which was the next day at forty minutes past two in the afternoon. The Prince of Wales with five or six attendants in his Chinese barge and the rowers in Chinese habits drove gently before for some time and a crowd of boats about him, the people frequently huzzaing, at which he pulled off his hat. It was almost a perfect calm and not the least damage happened, though the river seemed overspread with sailing yachts, galleys, and small boats"; also, that Mr. Bellas "on receiving the prize generously gave the value of it among the men that had worked the boat."

Naturally, this race probably attracted unusual attention to yachting on the Thames, from the fact that the prize sailed for was given by Prince George, and it is pleasant to think of this lad of royal birth—too young himself to take part in rowing or sailing—yet finding pleasure in giving enjoyment to others. From the account of this race it would appear that there must have been a number of pleasure-boats or small yachts owned on the Thames at that period, and possibly other matches may







have been sailed at about that time, of which no record has been preserved.

It is difficult to determine the exact date of the introduction of the cutter rig into England. And while various English writers have described it as the "national rig"—which was quite true in the nineteenth century—it did not originate in England. It was, indeed, a slow, gradual evolution of the *Sloepe* rig of Holland, by the addition of a gaff, boom, and topmast, but retaining the running bowsprit. When the bowsprit was fixed, or standing, the name "sloop" was still retained.

There is no evidence that the cutter rig was introduced into England prior to 1761. And it is clear that the royal yachts in England were not rigged as cutters at this period. *Falconer's Marine Dictionary*, published in 1771, defines a ketch as follows :

"A vessel equipped with two masts, viz., a mainmast and mizzenmast, and usually from 100 to 200 tons burden. Ketches are principally used as yachts, or as bomb-vessels, the former of which are employed to convey princes of the blood, ambassadors, or other great personages from one port to another and the latter are used to bombard citadels, or towns, or other fortresses." In 1745 the portrait of one of the royal yachts, painted by Monamy and engraved by Canot, was published by John Bowles, London. It is here reproduced, showing a ketch-rigged yacht of that period. Nowhere do we find royal yachts in England rigged as cutters during the eighteenth century, although

the cutter rig was used on private yachts, smugglers, and in the Royal Navy.

There were also "customs" and "excise" cutters, known in the present century as revenue cutters, which, in the United States were all rigged as schooners until they became steamers. About the middle of the nineteenth century there was one celebrated revenue "cutter," rigged as a topsail schooner, called the *Hamilton*, commanded by Captain Josiah Sturgis, whose sister married Joshua Bates, of Baring Brothers, London. The cruising ground of the *Hamilton* was between Cape Ann and Cape Cod, and one of the pleasures of the few yachtsmen in Massachusetts Bay in those days (1845) was to be brought to by a gun from the *Hamilton*, and have Sturgis come alongside in his gig to examine their papers and sample the contents of their wine-lockers, for he was well-liked and welcome at all times.

The earliest portrait of a Dutch cutter—here reproduced—appears in an etching executed in 1750 by an unknown artist in Holland. A portrait of a Dutch schooner is also given in this picture, and is the earliest representation of a European schooner to be found. It will be noticed that she has pole masts and no spring stay, a practice that continued in England until the middle of the last century.

The portrait of an English sloop, taken from an engraving published about the middle of the eighteenth century is here introduced. It shows the evolution of the rig from the early Dutch





sloop, a topmast and gaff having been added, but not a main boom; the jib set on a stay, and standing bowsprit.

Another portrait follows of an English packet-sloop, commanded by Captain Flynn, being brought to by the Dutch privateer brig, *Good Expectation*, October 28, 1783. At that period it appears that the rig of the British and American sloop was the same.

One of the earliest portraits of a British cutter is the *Nimble*, twelve guns, 168 tons, carrying a crew of sixty men. This vessel was purchased by the Government in 1781 and foundered during a heavy gale in the Kattegat, November 6, 1812.

The first cutter in the English Navy, as recorded by Charnock, was the *Swift*, captured from the French in 1761; length, gun-deck, 53 feet 10 inches; keel, 40 feet  $4\frac{5}{8}$  inches; breadth, 19 feet  $7\frac{1}{2}$  inches; depth, 8 feet  $4\frac{1}{2}$  inches; 83 tons; she mounted ten guns and carried a crew of thirty men. Apparently, at about this date, the cutter rig was first introduced into England, although it had been in existence for some time on the northern coast of the continent.

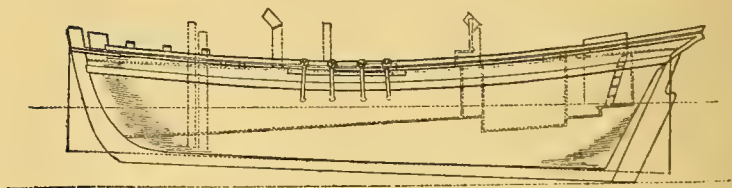
In 1781 a series of engravings was published by Kitchingman, which are here given. From them an idea may be formed of the model, construction, and rig of the English cutter of that period.

In 1806 the portraits of a sloop and cutter were drawn by Serres. Upon examining the reproduction herewith, one sees that the only difference in the rig is in the setting of the jib; the cutter's is



set flying on a running bowsprit, and the sloop's on a stay with a standing bowsprit.

The first cutter owned in the British Navy, as has been mentioned, was the *Swift*, 1761; and, according to Charnock, the first schooner was the *Chaleur*, bought in 1764. The first lugger was the *La Gloire*, taken from the French in 1781.

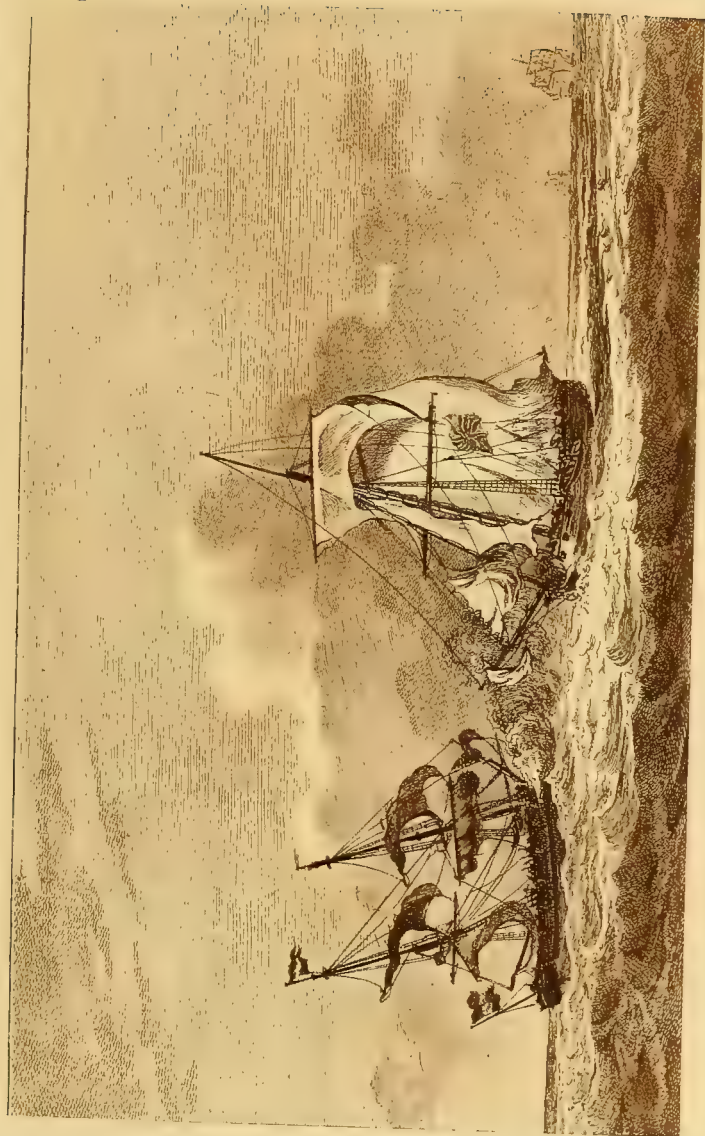


LINES OF THE CUTTER "BUSY," 1778

Falconer (1771) gives this definition of a cutter : "A small vessel commonly navigated in the channel of England ; it is furnished with one mast, and rigged as a sloop, many of these vessels are used in illicit trade, and others are employed by the government to seize them ; the latter are either under the direction of the Admiralty or Custom-house."

Falconer gives no definition of a lugger, as the rig had not at that time been introduced into England.

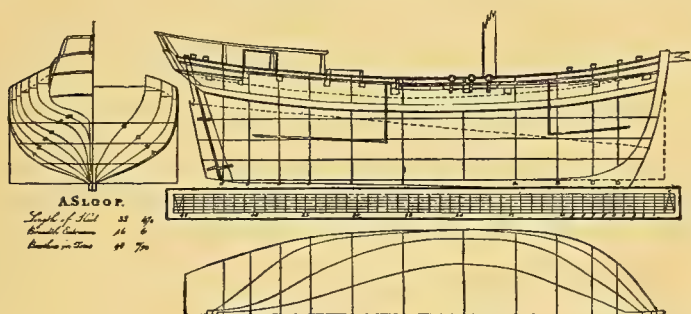
By the year 1800 the cutter rig had become





firmly established in Great Britain. There were 61 armed cutters in the government service, besides 9 excise cutters on the coast of England mounting from four to twelve guns each, 11 revenue cutters on the coast of Scotland mounting from eight to twenty guns each, and 15 luggers employed in the royal service.

Charnock gives the particulars of some eighty cutters, many of them apparently large seagoing vessels. Among them may be mentioned the



*Rattlesnake*, 185 tons, 12 guns; *Kite*, 218 tons, 12 guns; *Flying Fish*, 190 tons, 12 guns; *Busy*, 190 tons, 12 guns; *Alert*, 205 tons, 14 guns; *Pilot*, 218 tons, 14 guns; *Ranger*, 201 tons, 14 guns; and *Sea Flower*, 203 tons, 16 guns.

The lines are here given of one of these cutters, —the *Busy*, built at Folkstone in 1778; also the lines of a sloop published in the *European Magazine*, 1790.

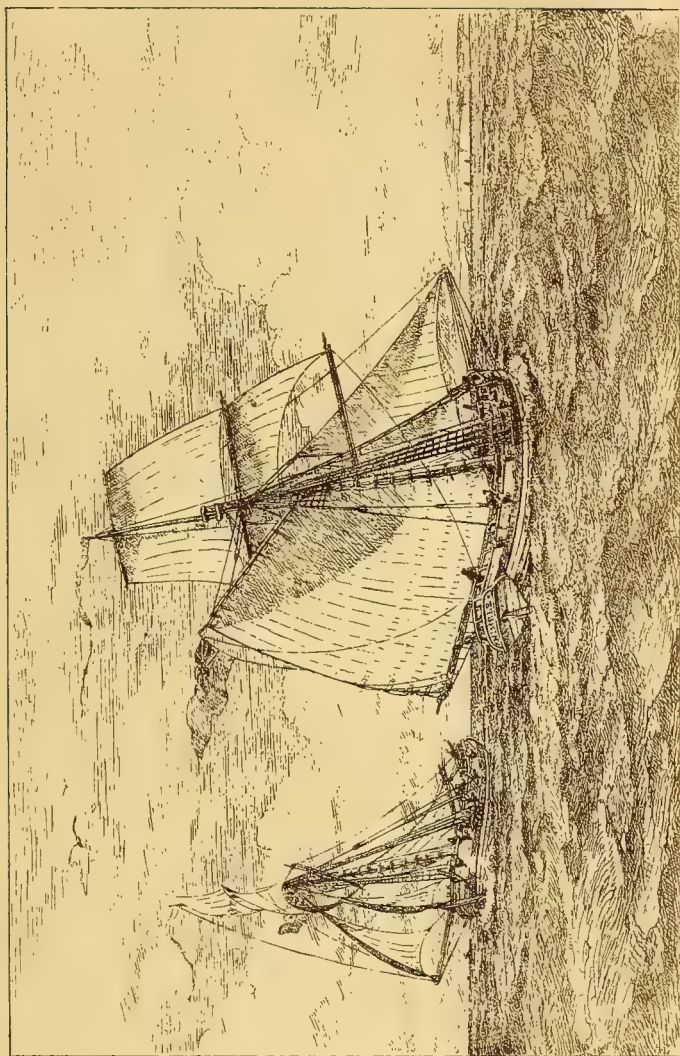
The British cutters and sloops of this period accompanied the naval fleets and made distant voyages; and while there is no record that any of

them circumnavigated the globe, there can be no doubt that many of them were quite able to do so.

In the year 1800 there were 40 schooners owned in the Royal Navy. It is a significant fact that none was built by the government : 24 were bought, 2 were built in New York, 2 in Newfoundland 11 captured from the French, and 1 taken from the Spanish. There is thus no evidence that any of these schooners were built in Great Britain.

Falconer gives the definition of a schooner : "A small vessel with two masts, whose mainsail and foresail are suspended from gaffs reaching from the mast towards the stern, and stretched out below by booms, whose foremast ends are hooked to an iron, which clasps the mast so as to turn therein as upon an axis, when the after ends are swung from one side of the vessel to the other."

This definition of a schooner cannot be accepted as complete ; no bowsprit being mentioned. But it describes the rig of the yachts of Holland during the early part of the seventeenth century ; also the Chebucco boats, which took their name from the town on the coast of Massachusetts,—known now as Essex,—where in Colonial times they were first built. This rig was, no doubt, imported from Holland. It seems probable, also—even at the date when *Falconer's Dictionary* was published—that little was known in England concerning the fore-and-aft schooner rig. Moreover, excepting for yachts, this has never been a favorite rig in Great Britain. These facts tend to confirm the claim







that the schooner rig first appeared in 1713, at Gloucester, Massachusetts.

From time to time a good deal of controversy has occurred among yachting experts concerning the origin of the schooner, sloop, and cutter rigs. Hence, this matter has been the subject of careful research with the present writer. In conclusion, therefore, we may say, that so far as existing records are obtainable, the schooner rig originated in America, the sloop rig in Holland. From these were evolved the French and British cutter and the American sloop rigs; while the ketch and lugger rigs originated in France.

In 1715 Thomas Dogget, the celebrated comedian, instituted the "coat and badge" as a prize to be rowed for on the first of August, annually, on the Thames by six young watermen that had not exceeded the time of their apprenticeship by twelve months.

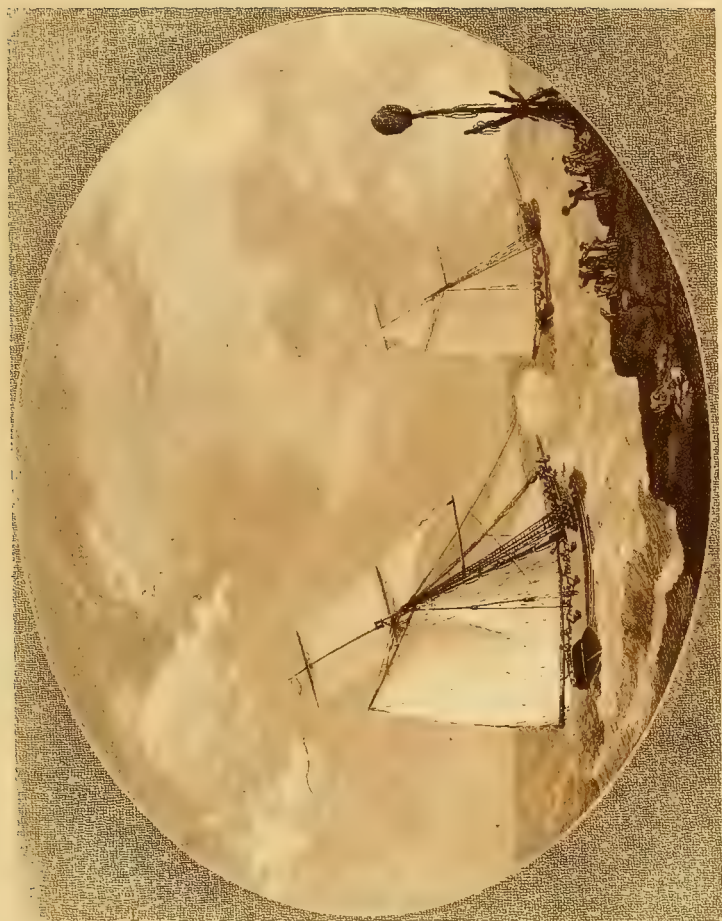
This prize, which came to be known as "Dogget's coat and badge," was a red coat with a large silver badge on the arm, bearing the white horse of Hanover. It was first given to commemorate the anniversary of the accession of King George I. to the throne of England. And although the first race took place in the year 1715, as mentioned, the names of the winners of this famous trophy have been preserved only since 1791. Naturally the introduction of steamboats on the Thames caused the old race of watermen to become extinct; and, so, much of the interest and excitement of these sculling matches have passed away.

The Lord Mayor's procession by water to Westminster was made annually until 1856 ; in that year it was discontinued. The barge of the Lord Mayor was a superb galley, richly ornamented within and without, rowed by watermen, and accompanied by the barges owned by the various city companies and guilds. These processions were beautiful river-pageants ; hence their discontinuance is much to be regretted.

An illustration is here given of the Lord Mayor's barge, accompanied by other barges, at Westminster, from a painting by David Roberts, R. A. It enables us to form some idea of the beauty of these old-time river craft.

In 1720 the royal yacht *Catherine* was built at Deptford : length on gun-deck, 79 feet ; keel, 62 feet 3 inches ; breadth, 22 feet 4 inches ; depth, 11 feet 2 inches ; 166 tons. This yacht is chiefly notable as being one of the first English royal yachts of which a portrait has been discovered,—to appear in due time, together with the ancient *Fubbs*,—as they were among the fleet of yachts that escorted Queen Charlotte from Cuxhaven to England, in the year 1761.

It seems quite natural and appropriate that the jovial, sport-loving noblemen and gentlemen of Ireland should have been the first to organize yachting in the United Kingdom. It is therefore not surprising to find that in the year 1720 the Cork Harbor Water Club was firmly established and flourishing under the auspices of Lord Inchiquin, the Honorable James O'Bryen,





Charles O'Neal, Henry Mitchell, John Rodgers and Richard Bullen.

The headquarters of the club was the Castle, on the picturesque Island of Hawlbowl, in the beautiful harbor of Cork. From this stronghold these ancient yachtsmen used to embark on board their yachts and sail "a few leagues out to sea," led and commanded by their Admiral, who was assisted by a Vice-Admiral. The following were the "Sailing Orders for the Water Club Fleet, A. D., 1720 : The fleet to rendezvous at Spithead on club-days, by the first quarter ebb ; any boat not being in sight by the time the Admiral is abreast of the castle in Spike Island to forfeit a British half-crown for gunpowder for the fleet.

"When the Admiral hoists his fore-sail half up, it is for the fleet to heave apeak upon their anchor, and when the fore-sail is hoisted up and a gun fired, the whole fleet is to weigh.

"To observe no one offer to go ahead, or to windward of the Admiral, without being ordered. The Vice-Admiral to bring up the rear, and to wear the broad pendant at his masthead ; the captains to follow the Admiral, and to take place according to their seniority, viz., the eldest captain present to keep on the starboard quarter of the Admiral, the second to the larboard quarter, and so on quite through the fleet ; if any stranger or strangers join company, it is expected he or they shall receive orders from the Admiral.

"Observe, that if the Admiral wants to speak with any of the fleet he will make the following signals :



If with the Vice-Admiral he will hoist a white flag at the end of the gaff or derrick, and fire two guns ; if with any private captain, he will hoist a pendant at his derrick and fire as many guns as the captain is distanced from him, and from the same side. When he will have all the fleet to make sail, he will strike his ensign, and hoist a red flag on the ensign staff and fire a gun from each quarter. When the red flag is struck and a gun fired then every captain is to come into his proper station.

“ He will strike his ensign and fire a gun, when he goes about, and for wearing two guns.

“ When he will have the fleet to come to anchor, he will show double Dutch colors at the end of his gaff, and fire a gun.

“ When any of the fleet happens to be in distress, the captain of the boat is to hoist his ensign with a cross downwards, and fire a gun if he can.

“ If a captain upon an extraordinary occasion, should want to go out of the line and away, he is to show his ensign in his shrouds, and fire a gun ; the Admiral, if he gives him leave, will show a white flag in his shrouds, and fire a gun ; if not a red flag.

“ If a captain has anybody very sick on board him, and wants to go to the island, he is to make a weft in his ensign to lower his pendant half down, and fire a gun ; if he gets the Admiral's leave, he will be shown a white flag in the shrouds ; if not, a red one and a gun fired.

“ When the Admiral will have the whole of the fleet to chase, he will hoist Dutch colors under his





flag, and fire a gun from each quarter ; if a single boat he will hoist a pendant, and fire as many guns from the side as a boat is distanced from him. When he would have the chase given over, he will hawl in his flag and fire a gun.

“Every boat is to carry the same sail as the Admiral, if she can, and may carry more, so as to enable her to keep company, but by no means to go ahead.

“The Admiral will, when he comes to an anchor, be the outermost, and the Vice-Admiral in the centre of the fleet.

“Every officer to obey such further order as the Admiral for the day, from time to time, shall give him.”

It will be observed that these sailing orders are very similar to those issued at Amsterdam in the year 1697, when Peter the Great visited Holland. They may therefore possibly have been taken from them ; also, that they contain no suggestion of racing.

The following are the “Rules and Orders for the Water Club of the Harbour of Cork, A. D., 1765 :”

“1. Ordered, That the Water Club be held once every Spring-tide, from the first Spring-tide in April, to the last in September, inclusive.

“2. That no Admiral do bring more than two dishes of meat for the entertainment of the Club.

“3. Resolved, That no Admiral presume to bring more than two dozen of wine to his treat ; for it has always been deemed a breach of the ancient

rules and constitutions of the Club, except when my lords the judges are invited.

"4. No captain to bring any stranger to the Club, unless they should lie at the captain's house the night before; this order not to extend to the Admiral, who has a right to invite whom he pleases.

"5. Ordered, That the Secretary do prepare an Union Flag, with the Royal Irish Harp and Crown on a green field in the centre.

"6. Ordered, That the Water Club flag be hoisted on Club-days early in the morning on the Castle of Hawlboline.

"7. Resolved, That six members make a full Club, and that all transactions and matters whatsoever as are agreed unto by such a number, or more, shall be binding to the members of the said Club.

"8. Ordered, That the Secretary have the rules of this club affixed to some proper place in the Club room at Hawlboline Island.

"9. Ordered, That no long tail wigs, large sleeves, or ruffles be worn by any member of the Club.

"10. Ordered, That no boat presume to sail ahead of the Admiral, or depart the fleet without his orders, but may carry what sail he pleases to keep company.

"11. Ordered, That when any of the fleet join the Admiral, if they have not guns to salute, they are to give three cheers, which are to be returned by the Admiral, and one cheer to be returned by the captain so saluting.







“ 12. Resolved, That the Admiral of the day, to be better distinguished, do wear at his mast-head a proper small flag.

“ 13. Resolved, That twenty-five be the whole number of the members that this Club may consist of.

“ 14. Resolved, That such members of the Club, or others, as shall talk of sailing after dinner be fined a bumper.

“ 15. Resolved, That the members of this Club do entertain in course of seniority (if in the Kingdom) or appoint another member to take his turn, upon proper notice given him by the Secretary, upon pain of expulsion. (See Rule 27).

“ 16. Resolved, That all business of the Club be done before dinner, except appointing the time of the next meeting, or presenting, mulcting, and levying fines.

“ 17. Resolved, That every member to be admitted into the Club shall pay (pro rata) as much as has been paid by any member, towards building and upholding the Club-room, and for any other necessities.

“ 18. Resolved, That the captains of this Club, who have boats, and shall not attend properly for the future, by sending their boats (unless they can show very good cause), shall for every such offence, forfeit one English crown towards buying gunpowder for the use of the fleet, which the Secretary is hereby ordered to levy, and lay out for the said use.

“ 19. Resolved, That the knight of the island be

accountable for all goods and materials belonging to the Club-room.

“ 20. Ordered, That the knight of the island for the time being, do suffer no person or persons whatsoever to go into the Club-room, unless brought by a member, or by an order of five members at least, under their hands, on pain of being cashiered.

“ 21. Ordered, That the Admiral singly, or any three captains whom he shall appoint, do decide all controversies or disputes that may arise at the Club ; and any captain that shall refuse to abide by such decision, is to be expelled.

“ N. B.—This order to extend to the chaplain, or any other inferior officer.

“ 22. Ordered, That the fleet meet at Spithead, between the hours of nine and eleven in the morning, but the Admiral may appoint any hour, not later than eleven, as also the place of rendezvous upon extraordinary occasions.

“ 23. Ordered, That the Secretary write notice to the captains not present at the last Club, but in the Kingdom, of the next meeting, either by post or messenger ; the captain sent unto is to pay.

“ 24. Resolved, For the future, that no person whatsoever be admitted or elected a member, but by ballot.

“ 25. Resolved, That no person be suffered to land on the island on any Club-day, unless by leave from the Admiral.

“ 26. (April 21, 1737). Ordered, That for the

future unless the company exceed the number of fifteen, no man be allowed more than one bottle to his share, and a peremptory.

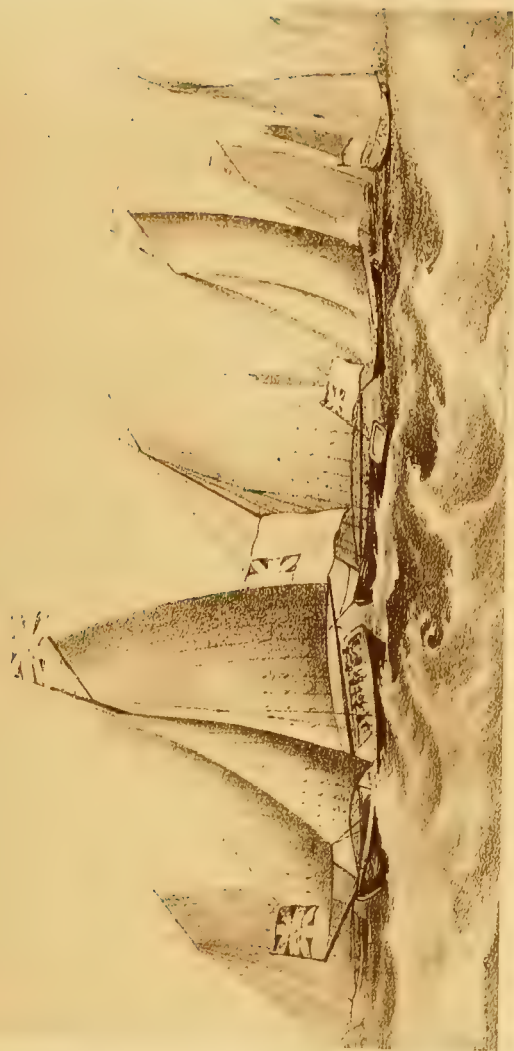
“ 27. Resolved, That each member (unless out of the Kingdom) entertains in his turn, or substitutes a member in his room, otherwise the Secretary is to provide a dinner, the cost of which is to be paid by the member whose turn it shall be to attend, on pain of expulsion.”

In the year 1738 the famous marine artist Monamy painted two pictures, one representing “Two Gentlemen’s Boats, Members of the Water Club of Cork, 1738,” the other “The Fleet Manœuvring Under Orders of the Admiral.” These paintings were presented to the Club by the Marquis of Thormond, and are still in existence. They are owned by the Royal Cork Yacht Club, Queenstown.

An interesting account of the Water Club of Cork was published in *Bell’s Life in London*, January 30, 1853, which reads as follows :

“ The first authentic document we have in proof of the great antiquity of this club is now before us, in the shape of a copy of a small work published in the year 1765, and bearing the title of the ‘ Rules and Orders of the Water Club of the Harbour of Cork,’ the original of which is in the possession of the club, and is, we are informed, the only copy of its date extant. This little volume consists of two parts, namely, ‘ General Orders ’ and ‘ Sailing Orders,’ of the former of which there are twenty-

seven numerically arranged. From the quaint phraseology and peculiarity of precedents, as well as from distinct allusion, it is quite evident that the Water Club existed prior to the year 1720, and it may be presumed that this work, published in 1765, was merely a reprint of older rules, revised and added to, as we find the last two rules, viz., Nos. 26 and 27, bearing the date April 21, 1737. It appears that the Island of Hawlboline, romantically situated in the beautiful harbour of Cork, was, in the year 1720, the exclusive property of the Water Club, and that the castle situated thereon was their club-house, whereupon the club flag was hoisted early in the morning of each club day, which club flag was 'a union flag (union jack), with the royal Irish harp and crown, on a green field in the centre, which flag was granted by the Lords of the Admiralty to William, Earl of Inchiquin : ' The exact date of the grant is not known, but it is assumed to have been between the years 1720 and 1730 ; in a picture belonging to the club, bearing date 1738, it is depicted as above described. The meetings of the club were held 'once every spring-tide, from the first spring-tide in April to the last spring-tide in September, and the number of members who constituted the club were limited to twenty-five. Why the number was thus limited does not appear ; but it may be inferred that its earliest progenitors were so aristocratic and exclusive in their notions, as thus to narrow the possibility of an objectionable personage being introduced amongst them, as a further proof of which we find that 'no







captain (by whom may be presumed yacht owner) was to bring any stranger to the club, unless he should lie at the captain's house the night before,' save and except in the case of the admiral of the club, who, it appears, amongst other absolute powers, possessed the right of inviting whom he pleased. This exclusiveness may, doubtless, have been strictly consonant with the manners and customs of the Irish gentlemen of the day, who, whilst they were proverbially hospitable, and lavishly generous, might still have been, and doubtless were, delicately sensitive of any infringement of class or position. This may, in some measure, account for the requirement that a visitor to the club should sleep at the house of the member who introduced him upon the night previous to his introduction, thus proving a guarantee of his eligibility to be brought amongst them. The spirit of hospitality, to which we have before alluded, appears to have been highly cherished and amply developed amongst the members of the Water Club, as we find in Rule No. 2 'That no Admiral do bring more than two dishes of meat for the entertainment of the club.' From this, however, we are not to infer that two dishes made up the entertainment, as in Rule 15 we find that 'the members of the club were to entertain in course of seniority (if in the kingdom), or appoint a deputy, upon due notice of his turn for entertaining having arrived being served on him by the secretary, upon pain of expulsion.' It appears that the Island of Hawlboline was under the charge of an officer elected from time to time, under title of

'Knight of the Island,' who was accountable not only for the 'goods and materials belonging to the club-room,' but that he 'do suffer no person or persons whatsoever to go into the club-room, unless brought by a member, or by an order of five members at least, under their hands, on pain of being cashiered.' The drinking propensities of the club appear to have required careful supervision, as we find, according to Rule 3, that 'no Admiral was to presume to bring more than two dozen of wine to his treat.' A more recent rule, bearing date April 21st, 1737, orders 'That for the future, unless the company should exceed the number of fifteen, no man should be allowed more than one bottle to his share and a peremptory.' Now, what the meaning of a peremptory may be, we confess we know not. One would imagine it to be either a special additional bottle set apart to drink toasts, etc., from, or the term may have had reference to the aforesaid two dozen of wine brought by the admiral to his treat, and which, as the club was limited to twenty-five members, would allow an extra bottle, or peremptory to each man, leaving the gallant admiral to look out for squalls, and for himself. Confirmatory of our impression of the greater antiquity of the Water Club than the year 1720, is a passage in Rule 3, which, treating upon the wine question, renders the supposition conclusive to our minds. It runs thus: 'For it has always been deemed a breach of the ancient rules and constitutions of the club, except when my lords the judges are invited.' The uniform of the

Water Club is not distinctly specified, but we find in Rule 9, 'that no long-tailed wigs, large sleeves, or ruffles, be worn by any member at the club.' From this we would infer that some distinguishing dress or uniform must have been conformed to, which was probably unpopular, as according to a manuscript note in the original copy, the prohibition against the wigs, sleeves, and ruffles was withdrawn. Rule 14, will no doubt cause every yachtsman to exclaim, 'what on land or sea could these most ancient mariners have chosen as a topic for conversation?' The rule runs thus: 'That such members of the club, or others, as shall talk of sailing after dinner, be fined a bumper!' We find that the list of members in 1720 consisted of Lord Inchiquin, the Hon. James O'Bryen, Charles O'Neal, Henry Mitchell, Richard Bullen, chaplain, and John Rodgers. It stands to reason, however, that there must have been a larger number of members than those specified in that year, and we are led to think, that as Rule No. 7 specifies, 'that six members make a full club,' these six gentlemen having been more active than others in the management of the club, their names were thus put prominently forward and they may have been considered in the same light as, what in our modern clubs we term, the committee. We have no positive mention made as to the names of those who first filled the offices of admiral and vice-admiral of the Water Club, but we are led to think that the Earl of Inchiquin, before mentioned, having obtained the flag for the club, was the first flag

officer of the club, and that the Hon. James O'Bryen filled the second position of importance. The only officer we find especially named in the first official list is Richard Bullen, chaplain. Whether this worthy gentleman was in holy orders, or whether it was some quaint appellation, we are doubtful, as, according to Rule 21, it was provided, 'that the admiral singly, or any three captains he should appoint,' were to be the tribunal for adjudicating upon all controversies and disputes of the club. A subjoined note further states, 'N. B.—This order to extend to the chaplain, or any other inferior officer.' If we accept it, therefore, in its liberal sense, the Church does not appear to have held a very dignified position, or its representative may have enjoyed a disputative reputation, which was necessary to hold in check. The next mention we have made of member's names is in 1760, when we find the following recorded as new members: \*Thomas Newenham, Morough O'Bryen, George Connor, Richiel Longfield, James Nash, William Hodder, Philip Lavallin, John Newenham, Walter Fitzsimonds, Samuel Hoare, William Hays, Michael Parker, Abraham Devonshire, John Bullen, \*Robert Rogers, \*James Devonshire, John Walcot, Thomas Parsons, Henry Puxley, and Robert Newenham, Secretary.' Here our readers will observe we have the name of the first recorded secretary. The persons whose names are marked with asterisks appear to have subsequently died, or ceased to be members of the club, and the following are recorded as having been elected in their

room, and their names are added in manuscript in the old copy of the rules in possession of the club : ' Edward Roche, Edmund Roche, Richard Dunscombe, Robert Atkins, John Baldwin, Robert Baldwin, and Samuel Stawell.' The appearance of the Water Club fleet when manœuvring under the orders of the admiral or vice-admiral must have been highly picturesque, as much pomp and ceremony appears to have attended the displays. The size or tonnage of the yachts composing the fleet does not appear, and it is likewise strange that the name 'yacht' does not once occur in the whole book of the ancient rules. From the following graphic description of a 'fleet' day with the old Water Club, it would appear that the vessels composing it were deserving of a more distinctive appellation than merely 'boats.' It is extracted from a work printed for J. Roberts, in Warwick Lane, London, in 1748, entitled, 'A Tour Through Ireland, by Two English Gentlemen,' and written in a series of familiar letters :

“ ‘ I shall now acquaint your lordship with a ceremony they have at Cork. It is somewhat like that of the Doge of Venice's wedding at sea. A set of worthy gentlemen, who have formed themselves into a body, which they call the “Water Club,” proceed a few leagues out to sea, once a year, in a number of little vessels which, for painting and gilding, exceed the King's yachts at Greenwich and Deptford. Their Admiral, who is elected annually, and hoists his flag on board his little vessel, leads the van, and receives the honour of the flag.



The rest of the fleet fall in their proper stations, and keep their line in the same manner as the King's ships. This fleet is attended by a prodigious number of boats which, with their colours flying, drums beating, and trumpets sounding, forms one of the most agreeable and splendid sights your lordship can conceive.'

"There is an evident inaccuracy in a portion of the above statement, as the Water Club rules state (No. 1) that their meetings take place once every spring-tide, instead of once a year as the English tourists appear to have believed.

"The sailing orders for the Water Club fleet are equally interesting: they are twenty in number, and contain many curious regulations. Signal by gun-fire appears to have been the favorite method of numerical communications; for instance, if the Admiral wished to speak with any private captain, he would hoist a pendant at his derrick (gaff), and fire as many guns as the captain was distanced from him, and from the same side. Again, 'When the Admiral will have the whole fleet to chase, he will hoist Dutch colours under his flag, and fire a gun from each quarter; if a single boat, he will hoist a pendant, and fire as many guns from the side as a boat is distanced from him.' From this it may be inferred that much gunpowder was used upon the sailing days; and we find two rules, the infringement of which was punishable by fines, which fines were appropriated for the purchase of gunpowder for the fleet. No. 18 resolves,

‘That the captains of this club, who have boats, and shall not attend properly for the future, by sending their boats (unless they can show very good cause), shall for every such offence, forfeit one English crown towards buying gunpowder for the use of the fleet, which the secretary is hereby ordered to levy, and lay out for the said use.’ And in No. 1 of the Sailing Orders we have, ‘The fleet shall rendezvous at Spithead on club-days, by the first quarter ebb; and a boat not being in sight by the time the Admiral is abreast of the castle in Spike Island, to forfeit a British half-crown for gunpowder for the fleet.’ Verily we think these two rules might, with a less warlike appropriation of the fines, be applied to advantage to many of our modern clubs. We fear much that the admirals would be heavy sufferers in more instances than one. The sailing orders contain very many more stringent and admirable regulations under which, together with the general rules, the Water Club of Cork Harbor, and its gallant little fleet, appears to have flourished and progressed amazingly up to the year 1765; but from this year, we are at fault, for the transactions of the club do not appear to have been at all recorded, or, if they were, the records have disappeared; at all events it is quite conclusive that the club had so far declined, or, in fact, ceased to exist for the time.”

So the old Water Club of Cork, as we have known it, passed out of existence; the castle, fleet, admirals, captains, knight of the island, flags, guns,

trumpets, and drums suddenly vanished and left no record of their ending ; yet the spirit of these ancient yachtsmen survived in their descendants who have made the waters of Queenstown famous throughout the yachting world.

## CHAPTER IX

### THE CUMBERLAND FLEET

Tilt Boats—The yachts *Royal*, *Charlotte*, *Dorset*, and *Plymouth*—The Mandarin house boat—Lord Ferrer's yacht—First regatta (so-called) in England—The father of yacht racing, the Duke of Cumberland, 1775—First racing cup won by the *Aurora*—Foundation of the "Cumberland Fleet," 1775—Review of this fleet in 1778—The *King's Fisher*, *Hawke*, *Cumberland*, *Caroline*, and *Eagle*—Recovery of the Cumberland cup from a San Francisco pawnbroker's shop—The yacht *Lively* visits America and her owner entertains George Washington—Schank's sliding keels adopted by the British Admiralty.

**I**N 1727 the royal yacht *Mary* was built at Deptford; length of gun-deck, 76 feet 9 inches; keel, 61 feet 6 inches; breadth, 22 feet 4 inches; depth, 9 feet 8 inches; 164 tons. This yacht mounted 10 guns.

In 1732 the yacht *Anne* appeared in the London Custom House list. She was 30 tons, carried a crew of four men, and was the only yacht so registered at that date.

In March 4, 1734, the Prince of Orange, Stadtholder of the United Provinces, was married to Anne, Princess Royal, daughter of King George II; and on April 22d the Prince and his royal bride, attended by many personages of distinction, left London in carriages for Gravesend, where they embarked for Holland on board the royal yacht *Fubbs*. The wind being unfavorable, they came

on shore in the evening, and remained at the house of Doctor Holker. On the 23d the Prince and Princess dined on board the yacht, "in view of great numbers who went off in boats to witness the spectacle." On the 24th, after again passing the night at the house of Doctor Holker, they embarked early in the morning, and, with a fair wind, took their departure to Holland.

In those days the route between Gravesend and Windsor by water was known as the Long Ferry, and heavy barges were used for many years to carry passengers to and from various places along the banks of the Thames.

In 1737 a craft known as a tilt-boat had superseded the ancient barge, and in this year an act was passed for regulating the watermen on the Thames between Gravesend and Windsor. For some years boats and wherries had been built in imitation of tilt-boats, with closed decks, many lives having been lost in consequence.

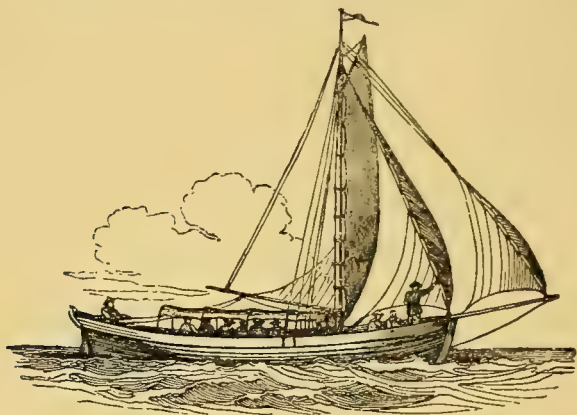
To prevent this, it was enacted that, "after the 24th of June, 1737, it should not be lawful for any person to use any boat or wherry with a closed deck, commonly called a Gravesend wherry, or with bails (frames) which were nailed to the boat and not moveable. The dangerous properties of such small boats are obvious; for, when the bails, or semi-circular hoops upon which a tilt (awning) was supported, are immovable, the passengers are so confined as to render it difficult if not impossible to escape in times of danger." It was further provided, by the same act, "that no tilt-boat should

be of less burthen than fifteen tons, and the number of passengers to be conveyed in each was limited to forty, including three to be taken up by the way. No boat of less than three tons burthen was allowed to be used in the Long Ferry, and these were to carry no more than ten passengers each, including two to be taken up by the way." At the same time, it was enacted, "that, for regulating the more punctual departure of the boats employed in the Long Ferry, there should be a bell put up at Billingsgate, and another at Gravesend ; the former to give notice of the time of high water, when the boats were to depart ; and the latter, of the time of low water, when the boat was to leave, Gravesend, and proceed to London.

On the 15th of September, 1738, the five tilt-boat masters, licensed by the Corporation, were George Sarmon, George Eglintine, John Caram, Leonard May, and Richard Turner. It appears that in the following year, upon a vacancy occurring, John Humpage was licensed as master of the *Joseph and Mary* tilt-boat ; it was therefore subsequently that all of the five tilt-boats were named the *King George*. The regulations, introduced by the Act referred to, proved effective ; for the smaller boats were no longer used ; the tilt-boats were also discontinued in a few years, and larger boats with decks were employed. They, however, retained the general name of tilt-boats, and were each called the *King George* until, with the introduction of steam, sailing boats were no longer run on the Long Ferry.



The portrait is here given of a Gravesend tilt-boat, from a print by Canot, 1753. It is interesting, as showing the sloop rig of that period, the jib being set on a stay, also as being an early portrait of a Thames sailing boat,—a type that came into use among the yachtsmen of London at a later period.



A GRAVESEND TILT-BOAT, FROM AN ENGRAVING, BY P. C. CANOT, 1753

In 1727 the royal yacht *Mary* was built at Deptford by R. Stacey; length on gun-deck, 76 feet 9 inches; keel, 61 feet 6 inches; breadth, 22 feet 4 inches; 164 tons; 8 guns. This yacht appears in the Navy List of 1800. In 1741 the royal yacht *Chatham*, 74 tons, was built at Chatham by J. Ward. In 1742 the royal yacht *Portsmouth*, 83 tons, was built at Portsmouth by P. Lock.

In 1745 Monamy painted a picture, in which one of the royal yachts appears, which is here reproduced and gives a good idea of the royal yacht of that period.

The largest and finest royal yacht built in Eng-





land during the eighteenth century was the ship *Royal Charlotte*, built at Deptford in 1749 by J. Holland ; length on gun-deck, 90 feet ; keel, 72 feet  $2\frac{1}{2}$  inches ; breadth, 24 feet 7 inches ; depth 11 feet ; 232 tons. She carried 10 guns and a crew of 70 men. A portrait is here given of this yacht, from a drawing by Pocock, engraved by Nesbit. In 1761 Queen Charlotte crossed from Cuxhaven to



THE "ROYAL CHARLOTTE," 1740

Harwich on board of her, accompanied by the royal yachts *Mary*, *Catherine*, and *Fubbs*.

Two pictures of this expedition were executed by Thomas Allen, and were engraved by Canot, showing the departure of the fleet from Harwich under command of Lord Anson, the embarkation at Cuxhaven, and in a gale during the passage to England. Her Majesty went aboard the *Royal Charlotte* at Cuxhaven, August 26, 1761. "The moment she entered her cabin she saluted the officers who crowded the decks in order to have the pleasure of seeing her, and who were charmed with her condescending and affable behavior. The fleet put to sea on August 28th ; and after encountering three successive storms, often being in sight of

the English coast, and repeatedly in danger of being driven on that of Norway, arrived safely at Harwich, September 6th. Notwithstanding the fatigues of the voyage her Majesty mostly amused herself with playing the harpsicord, and continued in good spirits and health, endearing herself to all on board by her fascinating manners. It being night when she arrived at Harwich, her Majesty remained on board the *Royal Charlotte* until 3 o'clock the next afternoon when she landed in state."

The royal yacht *Dorset*, 164 tons, was built at Deptford by Sir Thomas Slade in 1753, and the royal yacht *Plymouth*, 88 tons, was built at Plymouth, in 1755, by J. Bucknall. This completes the list of royal yachts built in England during the eighteenth century.



THE "MANDARINE YACHT," 1753

It is probable that from the first introduction of yachts during the reign of King Charles II. there have always been private yachts owned in England, though few records of them have been preserved. In 1753 an engraving was published by T. Haynes, Lon-









don, of the *Mandarine Yacht*, owned by the Duke of Cumberland. This curious craft appears to have been the grandmother of the fashionable house-boat of the present day on the upper Thames; and seems well suited to the purpose for which she was intended.

*Falconer's Marine Dictionary* (1771) defines a yacht as follows: "A vessel of State, usually employed to convey princes, ambassadors, or other great personages from one kingdom to another. As the principal design of a yacht is to accommodate the passengers, it is usually fitted with a variety of convenient apartments, with suitable furniture, according to the quality or number of persons contained therein. The royal yachts are commonly rigged at Ketches, except the principal one reserved for the Sovereign, which is equipped with three masts like a ship. They are in general elegantly furnished and richly ornamented with sculpture, and always commanded by captains in his majesty's navy. Besides these, there are many other yachts of a smaller kind, employed by the Commissioners of Excise, Navy and Customs; or used as pleasure-boats by private gentlemen."

In 1773 Earl Ferrers owned a yacht which is thus described in the *Gentleman's Magazine*, "Earl Ferrers arrived at Deptford in his yacht from a cruise of about three weeks, which he took in order to make a trial of his new method of constructing ships, and we are informed by a person who has conversed with one of the officers belonging to her, that nothing that was ever built answered all purposes so well, as they say that she is not only a fast

sailer, but also carries sail remarkably well, and has every good quality which a vessel can possibly have in utmost perfection, and more particularly in a large head sea. What is very extraordinary in the vessel is, that in turning up to windward from the Downes to Blackwall, where she arrived on Sunday evening, she beat every vessel between three and four miles an hour, right in the wind's eye, though there were at least a hundred sail of vessels coming up the river and the wind all the time blew very fresh, and right down the river, yet on Saturday evening she turned from about two miles to the westward of the Isle of Sheppy to the mouth of the river Thames in within four hours against the ebb tide, though at the height of the springs, which it is imagined was never done before, nor can be done by any vessel."

The same volume of the *Gentleman's Magazine* records that "In a letter from Dover mention is made of a late trial between the celebrated vessel constructed by Lord Ferrers, and two small shallops belonging to Lieutenants Friend and Columbine, when on a stretch from that port to the opposite coast and back again, his lordship's vessel was weathered full two leagues in coming in with Dover cliffs. A vessel launched lately for the captain of the *Speedwell* has since beat the shallops, and is thought to be the fastest sailing vessel on the coasts of the kingdom."

It would be interesting to know the rig, tonnage, build, and names of these vessels, but no particulars relating to these matters have been preserved.

In 1775 Richard Paton painted a picture of the





dockyard at Deptford. In it one of the King's yachts—represented with the royal standard at the main—is firing a salute in honor of the royal party, just started for the shore. This picture was engraved by Woolett, and is here given.

On June 28, 1775, a new entertainment called a regatta, introduced from Venice into England, was held on the Thames. As we have seen, rowing matches had been held on the Thames between watermen for many years, but this first regatta was probably more in the nature of a social function or fête, not unlike the Henley Regatta of the present day, although on a less extensive scale.

At this regatta "several very respectable gentlemen, proprietors of sailing vessels and pleasure-boats on the river, agreed at their annual meeting at Battersea, to draw up their boats in line off Ranelagh Gardens, in order that they might be able to witness the rowing matches, without interfering with them." It is probable that these men were the first to organize a yacht club on the Thames.

Yacht-racing in England dates from the year 1775; and while many a man, at various times and places, has been called the "Father of Yachting,"—so that yachting in this respect resembles the wise child of the Scriptures,—there can be no doubt that the Duke of Cumberland is justly entitled the "Father of Yacht-racing." He was a brother of King George III., was an admiral in the Royal Navy, and was greatly interested in yachts and yachting.

On July 6, 1775, a notice appeared in the *Public Advertiser*,—a newspaper published in London,



—which read as follows; “A silver Cup, the gift of His Royal Highness the Duke of Cumberland, is to be sailed for on Tuesday the 11th Inst. from Westminster Bridge to Putney Bridge and back, by Pleasure Sailing Boats, and constantly lying above London Bridge. Any gentleman inclined to enter his Boat may be informed of particulars by applying to Mr. Roberts, Boatbuilder, Lambeth, at any time before Saturday Noon Next.”

This match, however, was not sailed until July 13th, owing to the weather. When it did occur, the cup, valued at 20 guineas, was won by the *Aurora*, which belonged to Mr. Parkes, “late of Ludgate Hill.” And “His Royal Highness, who honored the sport with his presence, filled the Cup with wine, drank out of it, and delivered it to Mr. Parkes.” This though not the first open sailing-match held in England, was the germ of yacht-racing as we know it at the present day.

On August 7, 1775, the Duke of Newcastle gave a magnificent regatta at Oaklands on the Thames, at which the Prince of Wales and the Princess Amelia were present. In this year also the Cumberland Fleet, or Cumberland Sailing Society, as it was sometimes called, was founded, and was the earliest yacht club in England. The members were called captains. And not without reason; for, by the rules of the club they were obliged to steer and handle their own yachts with the assistance of only two men. This title possessed then a real significance, and a resolution was passed that members should appear in “aquatic uniforms.”





And each yacht, when racing, was required to fly at her gaff-end a white flag with a red St. George's cross, and the number of blue balls answering to the number of her position at the starting line, yachts being obliged to get under way from moorings with sails furled. The first commodore of the club was Mr. Smith, who appears to have been the proprietor of Smith's Gardens, known later as Cumberland Gardens. He held office until 1779, when Thomas Taylor became commodore.

Commodore Taylor appears to have been an enthusiastic yachtsman and an excellent commander. He built and owned several yachts,—celebrated in their day. One of his notes, attached to a list of signals issued in 1779, reads: "Amusement being the principal Business of the Society the Commodore hopes every Captain will answer his signal as soon as the situation of the Vessel he commands will Admit: he flatters himself the rather in this, when he considers the Spectators will Judge from thence of the Excellence of the respective vessels, the Propriety of the Management of each and the good disposition of the Whole. N. B.—Each Signal to be kept flying only about five minutes, yet still to be observed until another is hoisted."

From which it appears that the fleet not only raced but cruised under the orders of the commodore, and in the year 1776, went up the Thames with "colours flying and music playing, in honor of the King's Birthday." In 1778 the fleet held a review off Sheerness, commemorated by Kitchingman in an engraving, which is here reproduced.

In 1776 the Duke of Cumberland's Cup was won by the *King's Fisher*, owned by Commodore Taylor. She was 20 feet in length, 7 feet in breadth, and was built by Adams & Doe, Butt Stairs, Blackfriars.

In 1777 a yacht named the *Hawke*, one of the Cumberland Fleet, while cruising in the English Channel, was chased into Calais by an American privateer.



THE "CUMBERLAND"

In 1780 Commodore Taylor, with his yacht the *Cumberland*, won the cup given by the Duke of







Cumberland ; and in the following year the seventh cup given by the Duke of Cumberland was sailed for. This year's one was valued at 50 guineas and only yachts of the Cumberland Fleet that had won former prizes were permitted to sail. But the following resolution was passed subsequently : "Members of the Society, with the permission of His Royal Highness, challenge and invite all gentlemen, proprietors of pleasure-sailing boats, within the British dominions, to join with them in the contention." This match, accordingly, was sailed on July 9, 1781, and was won also by the



LINES OF THE "CUMBERLAND"

*Cumberland*, Commodore Taylor, and "caused much excitement, and many thousand persons were assembled on the banks of the river."

In 1781 *Naval Architecture*, by Marmaduke Stalkartt, was published in London,—the most important work on shipbuilding that had appeared in Great Britain up to that date. Some twenty-eight pages of it are devoted to the construction of the yacht (pp. 28–57), also eighteen pages (pp. 177–195), to the construction of the cutter, but no reference is made to the schooner.

On August 10, 1782, the first sailing-match of the Cumberland Fleet in the lower Thames took place, the course being from Cuckholds Point to the Lower Hope, for a wager of £40 between the *Caroline*, Captain Coffin, and *Eagle*, Captain Grubb. The *Caroline* won.

In the year 1782, the Duke of Cumberland for the last time presented a cup to the Cumberland Fleet. However, he continued to be its patron till his death, in 1790. This cup was won by the *Caroline*, Captain Coffin.—More than a hundred years afterward this cup was taken out of a pawnbroker's shop in San Francisco. A representation of the match,—as engraved and published by Henry Williams, London,—is herewith reproduced.

In the year 1783 the Duke of Richmond had a large yacht built at Southampton, on board of which he frequently visited France; but her name is not known, and no further particulars concerning her have been preserved.

In 1784 the yacht *Lively*, owned by Mr. Shutleworth, who also owned a beautiful villa on the Thames, visited the United States. This yacht was 140 tons, mounted 10 guns, and carried a crew of 25 men. Mr. Shutleworth was fond of ocean-cruises and made a number of them. This voyage occupied about fourteen months. During which he cruised from the coast of Florida to Hudson Bay, and entertained George Washington while in the Delaware; a beautiful French woman and several professional men sailed with him. His fortune was £20,000 per annum.



*Description of the distinguishing COLOURS of the  
PLEASURE BOATS which Sail on Friday,  
July 2, for the CUP given by the PROPRIETORS of  
VAUXHALL GARDENS*



Each of the Race Boats will be distinguished by a St. George's cross Pennant,  
with a red Cross on white ground, or her shafts marked with blue spots or bands,  
or a blue Pennant. The Pennants of the Cup will be white with a red Cross,  
or a red Pennant, or a blue Pennant, or a blue Pennant.

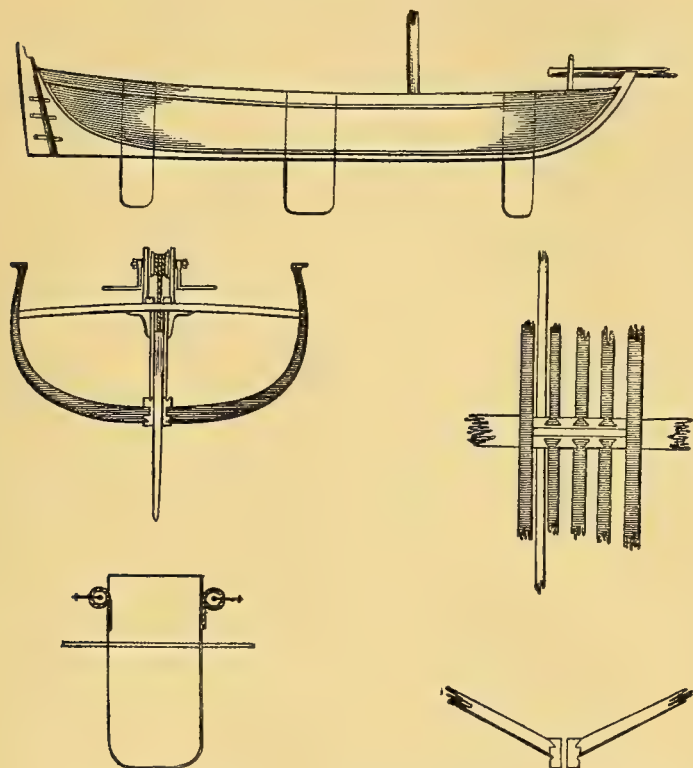
### LIST OF BOATS.

BOATS.	NAMES.	Captains.	COLOURS.
Dragon.	Capt. Smith.	Red.	XXX.
Phoenix.	Capt. Jones.	Blue.	X.
Griffin.	Capt. Brown.	White.	XVII.
Falcon.	Capt. White.	Green.	XII.
Comet.	Commodore Taylor.	Yellow.	XI.

The Commodore is not intended to start, but entered by her owner  
to catch her heat to sail.



As we have seen, the first boat fitted with a sliding keel was constructed by Captain Schank, at Boston, Massachusetts, in 1774. Upon his return to England, Schank continued his experiments, and in 1778 built a boat at Deptford, fitted with



three sliding keels. This proved so successful that in the year 1789 he prevailed upon the Navy Board to allow him to construct two boats of thirteen tons each at Deptford, one of the old type, the other with sliding keels. In 1790 a competitive



trial was made on the Thames, in presence of the Commissioners of the Navy. Both boats carried the same quantity of sail, and although the boat of the old type had lee boards, and two Thames pilots on board, the boat fitted with sliding keels out-sailed her one-half the distance. This experiment was so satisfactory that the Lords of the Admiralty immediately ordered a cutter of 120 tons to be built under the direction of Schank. This vessel was the *Trial*, launched at Plymouth in 1791. Subsequently, the sloop of war *Cynthia*, and brig *Lady Nelson*, of 60 tons, was built by the Government. All these vessels were fitted with sliding keels, and, according to the evidence of their officers and crews, were in every way satisfactory.



THE "LADY NELSON"

The *Lady Nelson*, under command of Lieutenant James Grant, made a successful voyage of discovery to New South Wales in the year 1800. In 1799 there were 43 gun-vessels in the Royal Navy fitted with sliding keels, mounting ten 18-pound carronades, two long 24-pounders, carrying crews of 50 men each, and commanded by lieutenants.

Commodore Taylor built and owned four yachts named the *Cumberland*. One, No. IV., was fitted with five sliding keels. A portrait of her model is



here given. In 1795 he also built a yacht named the *Columbus*, fitted with three sliding keels. Why this useful invention was abandoned, except to be replaced by the more convenient centre-board, is difficult to understand.

## CHAPTER X

### THE ENGLISH EAST INDIA COMPANY AND BRITISH NAVY

The English East India Company—Its ships and discipline—Profits—Writer-ships—Tyepans—Exploits of the Indiamen—Capture of the Dutch Oriental fleet, 1795—St. Helena—Table Bay—Leisurely voyages, good fare, and pleasant episodes—Size and equipment of the East India ships—Development of the Royal Navy—British frigates—Guns and carronades—Nelson's flagship—Exploits of the British Navy.

**M**ENTION has been made of the ships of the English East India Company—the famous old Indiamen—which so closely resembled the Royal yachts of that period, and their voyages were so much like yachting cruises, that a further reference to them may not be out of place. These vessels were fitted in the most luxurious manner of their time, for the conveyance of passengers, many of whom were personages of high official rank, social position and wealth, so that the social element entered largely into these voyages. It was therefore necessary that the captains and officers should be gentlemen as well as seamen, for it required almost as much social tact as good seamanship to command these vessels successfully.

In those days a voyage to India or China was a serious undertaking for passengers, requiring careful preparation: the most favorable season for a pleasant voyage was decided upon; then a ship

was selected, and, as most of these vessels bore reputations established by former passengers, the various vessels, together with the manners and morals of their commanders, received due attention; then, and this was most important, the other passengers—friends or foes—who had taken or who might be taking passage, received proper scrutiny. Cabins, or what are now known as state-rooms, were then engaged, and furnished with great care, for, on those voyages, it was the custom for passengers to provide their own furniture, in order that their personal ideas of comfort might be carried out. All of these matters being arranged and a stock of private stores, wines, etc., laid in, the passengers were ready to embark upon a voyage which was almost certain to last at least five months, probably six or seven months, and possibly eight months or even longer: so the voyagers to and from India and China came to regard these ships as their floating homes, and settled down comfortably to the full enjoyment of the benefit and pleasure of an ocean voyage.

Naturally, it would be interesting to follow the romantic career of this colossal monopoly—with its fleets of heavily-armed frigate-built ships, its governors, boards of council, tyepans, forts, and armies; but a brief sketch will suffice to indicate the scale upon which the affairs of “The United Company of Merchants of England trading to the East Indies” were conducted.

In the year 1708 the old and the new Companies were united, the resultant Company becoming in

time the possessor of a considerable part of the vast Continent of India, and ruler over more than a hundred million people. The equipment of the vessels of this Company was as elaborate as any man-of-war of that period ; besides being, as already mentioned, expensively fitted for passengers. The ships, also, were allowed to fly the man-of-war pennant, and the crews slept in hammocks, piped up by the boatswain at seven bells in the morning watch, and stowed in nettings along the waist by the quartermasters. The crew of each vessel was divided into messes of eight men ; a space allotted to them between the guns where their mess-gear was kept. Every commander in the Company's service was required to be at least twenty-five years of age, the chief mates twenty-three years, and the second mates twenty-two years of age. All were required also to have performed voyages in the China and East-India trade. The commander's uniform consisted of a blue coat, black-velvet lapels, cuffs, and collar, with bright gold embroidery, deep-buff waistcoat and breeches, buttons of yellow-gold metal, engraved with the Company's crest, cocked hat, side arms, and black stocks, or neck-cloths. The dress of the officers was slightly modified, according to the rank.

Many were the privileges and perquisites. So much so that five India or China voyages were estimated sufficient for a commander to be independent the remainder of his days, his profits on each voyage ranging from £8000 to £10,000. Aboard of each ship, ninety-seven tons of space

was allowed to the commander and officers, including the petty officers, such as quartermasters, stewards, cooks, carpenter, boatswains, gunners, caulker, armorer, and sailmaker,—the commander himself having fifty-six and a half tons of space. This liberality naturally attracted the finest type of young men in England, who entered the Company's service as midshipmen, having been appointed by the Court of Directors.

The Court of Directors had also rich gifts to bestow upon deserving friends and relatives: Governors and members of the Indian Council had to be appointed, and there were also writerships worth from £4000 to £6000 per annum. But the appointment of young men to the civil service of the company in China was reserved exclusively for the Chairman, who invariably bestowed these appointments upon some near kinsman of his own, or upon a kinsman of one of the directors, who, in due course, would, in some form, reciprocate. These young men, then, had only to live to become tyepans,—positions estimated to be worth £20,000 per annum. Nor were the directors wholly unmindful of themselves. For while their remuneration was nominally £300 per annum, each directorship was estimated to be worth £10,000 per annum, in one form or another. The eagerness therefore with which these directorships were sought, and the sums of money paid to obtain them, demonstrates that their estimated worth was carefully considered; that these men took good care of themselves.



Yet with all this glittering surety of success, the Company's ships often were obliged to fight their way. And this they were able to do. In 1703 the Company's ships *Chambers* and *Canterbury*, in the Straits of Malacca, engaged, in the night, a French sixty-four and a frigate. The *Canterbury* was taken, but the *Chambers* fought gallantly on, and, having crippled the two French men-of-war, escaped. Her commander's log records: "To prevent all thought among my men of surrendering ye ship, and make ym desperate, I nailed the ensigne to the staff from head to foot, stapled and fore-cocked the ensigne staff fast up; I resolved to part with the ship and life together."

In 1757 the Company's ships *Suffolk*, *Houghton*, and *Godolphin*, fought two French frigates off the Cape of Good Hope, and, after a smart action, beat them off. The Court of Directors commended the conduct of the commanders, officers, and crews, and rewarded the crew of each ship with £2000. In 1760 the Company's ship *Winchelsea* fought a French frigate single-handed, and beat her off. In this year the rate of freight was £40 per ton, or exactly the figure it cost per ton, to construct these expensive vessels. In 1772 the India fleet alone numbered thirty-three ships, 23,159 tons, builders' measurement, which brought home 21,158 tons of merchandise, at a rate of £32 per ton freight. In 1773 the affairs of the Company attracted the attention of Parliament. Sir Richard Hotham—himself a shipowner—appeared as a witness. Among other things, he stated that

he was prepared to bring goods from any part of the East for £21 per ton. This inquiry resulted in the Company building larger and even finer vessels.

In 1779 the *Bridgewater* fought an American privateer of superior force, and beat her off. For this the crew received a reward of £2000. In 1795 an expedition was fitted out at St. Helena—consisting of the Company's ships *Goddard*, *Mauship*, *Hawksbury*, *Airly Castle*, *Asia*, *Essex*, and *Busbridge*—which proceeded to cruise to windward of the island. Here they intercepted and captured a valuable fleet of nine Dutch East Indiamen, thereby resulting in the annihilation of the Dutch East India Company. In 1800 the Company's ship *Exeter* captured the French frigate *Mélée*. Many other instances might be cited tending to show the fighting ability of these ships, and that of their officers and crews.

In 1787 Dodd painted the portrait of an East Indiaman leaving the Downs, outward bound, which is here reproduced, and gives an excellent idea of the Indiaman at that period.

At the present day it is difficult to realize the comfort and luxury aboard these oldtime ships, or the leisurely, dignified manner in which they navigated the seas. The commanders of these Indiamen also appear to have been gentlemen whose whole idea of commanding a ship was safety and comfort, with no desire whatever to get a vessel to do her best work in the way of speed. They took excellent care of their spars, rigging,

and sails, and never subjected them to unnecessary strains by carrying too much canvas. As evening approached, they used to "make snug for the night," and even in fine weather the light sails were usually taken in and stowed, remaining in their gaskets until morning. On sailing from London to India or China, it was customary to drop down the Thames as far as Gravesend, and there anchor for one, two, or three days ; then to proceed as far as the Downs when the anchor was again let go. If the wind was favorable, not more than a day or two was spent there, but if the wind happened to be from the westward, days and weeks would pass, until it shifted into a quarter that would let the ship lay her course down channel, then another start would be made. If an Indiaman managed to pass the Wight without going into Spithead, it was regarded as "a fine run down channel," and the voyage was fairly begun. When two of the Company's ships fell in with each other at sea, and the weather was fine, it was usual for them to heave-to for hours, the captains, officers, and passengers exchanging visits, and lunching and dining aboard each other's ships until every one was quite ready, later on, to return to his own vessel and resume the voyage.

On the voyages to and from India and China, the Cape of Good Hope and St. Helena were favorite ports of call. But St. Helena not being a particularly comfortable or safe place for a ship to lie, few captains cared to remain there for more than a day or two. The Cape of





Good Hope, however, offered excellent facilities for rest and refreshment; so here the outward and homeward-bound ships of the Company met. The captains, officers, and crews all knew one another, and were bound together by common interests. Also the passengers; the various officials of the Company, traveling to and from India with their families; the officers of the military forces of the Company and their families; besides the soldiers under their command. These people all met at the Cape, and the latest news from England was exchanged for the gossip of the Company's settlements in Canton, Calcutta, Madras, and Bombay. Old and new friends met at dinners, dances, lunches, and receptions. And when a number of ships happened to be in at the Cape, it was more like a Cowes-Regatta week than a gathering of merchantmen. After a week or two spent in this way, letters were written to friends at home or to those left behind in China or India, the topsails sheeted home, yards mastheaded, anchor hove up, farewells given to the outward-and homeward-bound, and, amid the smoke of parting salutes, the Indiamen of the eighteenth century started on their way, eastward across the Indian Ocean, Bay of Bengal, or China Seas.

Upon the arrival of the Company's ships in China or India, the sails were unbent and sent on shore, masts and yards sent down, and decks housed over with a roof of matting. Here the ships would lie for months discharging and receiving their cargoes, when, at last, amid great



rejoicings, the homeward-bound pennant and blue-peter would be hoisted, and the voyage home would begin.

As may be imagined, these voyages consumed a good deal of time ; but they were comfortable and pleasant, with the best of provisions and good cheer. Indeed, these vessels carried quite a farm-yard ; cows, goats, pigs, sheep, geese, ducks, turkeys, and chickens. One passenger—Dr. John Fryer—records, “ That though a tedious voyage of seven months, it passed away merrily, with good wine, and no bad musick, but the life of all good company, and an honest commander, who fed us with fresh provisions of turkeys, geese, ducks, hens, suckling pigs, sheep, goats, etc., and to crown all, the day we made England, kill’d us a fatted calf, so that you may spare that welcome when you receive this.”

Here is an extract from a Victualling Bill of one of the Company’s ships, of 1200 tons, for an India voyage : “ Ale, Beer, Wine, or other liquors, in casks or bottles, for the use of the commander’s table, allowing 252 gallons, or 86 doz. quart-bottles per tun. Thirteen (13) and one-half ( $\frac{1}{2}$ ) tuns Beer, strong and small, in casks (not bottles), Twenty-eight (28) tuns, Brandy, or other spirits for the ship’s company, Ten (10) puncheons.” The officers were provided for in the matter of refreshment as follows : First mate, twenty-four (24) dozen of wine or beer ; second mate, twenty (20) dozen ; the other officers were attended to on a similar scale for each voyage.

And so these famous old ships sailed upon their long voyages year after year. Each was a little community complete in itself ; the pleasure of the voyage depending largely upon the character of the captain, and the ability and willingness of the passengers to make themselves agreeable to each other ; for, like larger communities, they had the same old problems to deal with ; births, marriages, deaths, love, devotion, friendship, intrigue, meanness, gossip, and scandal ; indeed, all the phases of human nature, which make and have always made the happiness or the misery of life.

From the year 1702 until 1750 the Company's ships ranged from 275 tons to 500 tons burden, a favorite tonnage being 499 tons. In 1797 no ship owned by the Company exceeded 1000 tons. After that date, however, several ships were built of between 1300 and 1400 tons ; and one vessel, the largest of the fleet, was 1417 tons. This was the *Earl of Balcarras*, built entirely of India teak at Bombay in the year 1815. She carried a crew of 132 men ; composed of the commander, six mates, a surgeon and his assistant, six midshipmen, purser, boatswain, gunner, carpenter, master-at-arms, armourer ; butcher, baker, poulterer, caulker, cooper, two stewards, two cooks, and eight boatswains ; gunner's, carpenter's, caulker's, and cooper's mates ; six quartermasters, one sailmaker, seven servants appropriated to the commander and officers, seventy-eight able seamen, and mounted twenty-six guns.

Another fine ship was the *Thames*, 26 guns,

1360 tons, with a crew of 130 men. Built at London in 1819, this was the largest, and one of the last, ships built in England by the Company; for in 1832 the commerce of India and China was opened to free trade; whereupon the East India Company passed out of existence.

The Navy of Great Britain also steadily developed and increased. In 1757 the *Augusta*, 60 guns, *Dreadnought*, 60 guns, and *Edinburgh*, 64 guns, fought a battle with a squadron of seven French line-of-battleships off Cape François, in which the French ships were defeated. In this year also the *Southampton* and *Diana* were launched. These ships were of 671 tons, and mounted twenty-six 12-pounders on the main deck, four 6-pounders on the quarter-deck, and two 6-pounders on the fore-castle,—and James remarks that “these vessels may be considered as the first genuine frigates built in England; that is, the first English ships constructed to carry guns on a single whole-deck, quarter-deck, and fore-castle.” In 1761 copper was first used for sheathing upon the 32-gun frigate *Alarm*, but it was not until 1764 that a second ship the *Dolphin*, was coppered, and nine months later the *Jason*, and in 1776 the *Daphne*, also four others; and by 1783 nearly every ship in the British Navy was sheathed with copper. In 1780–82, five 38-gun frigates, of 950 tons each, were launched: the *Minerva*, *Arethusa*, *Latona*, *Phaeton*, and *Thetis*. In 1779 the carronade was invented by General Robert Melville, its name being derived from Carron in Scotland,

where the first one was cast. In 1782 the *Rainbow* captured the French frigate *Hebe*; and James remarks that this prize "did prove a most valuable acquisition to the service, there being very few British frigates even of the present day (1847) which, in size and exterior form, are not copied from the *Hebe*." She measured 1063 tons, and mounted 40 guns; twenty-eight 18- and twelve 10-pounders. Between the year 1756 and 1788 were built the 98-gun-ships *Barfleur*, *Duke*, *Prince George*, *St. George*, *Queen*, *Princess Royal*, and between the years 1794 and 1798 the *Dreadnought*, *Neptune*, *Prince of Wales*, and *Temeraire*, of the same class.

The name *Victory* has existed almost constantly in the British Navy since the year 1570. The most renowned vessel bearing it was the flagship of Lord Nelson at Trafalgar, in 1805, built at Chatham, and designed by Sir Thomas Slade, in the year 1765. Her length of gun-deck was 186 feet; breadth, 51 feet 6 inches; depth of hold, 21 feet 6 inches; tonnage, 2164 tons; 104 guns; made up of 32-, 18-, 13-, and 12-pounders. In 1714 the Royal Navy consisted of 147 ships and vessels measuring 197,219 tons, manned by 40,000 seamen. In 1760 there were 412 ships and vessels measuring 321,104 tons; and in 1783, 617 ships and vessels measuring 500,781 tons.

During the wars (1793-1800) with France, Spain, and Holland, Great Britain destroyed or captured from the enemy, 86 ships of the line, 209 frigates, 275 sloops and smaller vessels,—total, 570; and lost 5 ships of the line, 13 frigates, 41 sloops and

smaller vessels,—total, 59. During these wars the Government frequently availed itself of the ships and seamen belonging to the East India Company, which did excellent service.

At the end of that century Great Britain possessed a navy and mercantile marine probably equal to the combined powers of Europe. Not, perhaps, in the number or in even the fighting power of her ships and guns; but in the skill and courage of her seamen, in their stern reliance upon themselves,—the fruit of many a hard-fought battle upon the ocean,—crowned by the glorious victory at Trafalgar, although in that action the greatest of all England's naval heroes fell wounded unto death.

In 1805 Pocock painted the portraits of the *Agamemnon*, *Captain*, *Vanguard*, *Elephant*, and *Victory*, the five ships with which Lord Nelson achieved his memorable victories. The picture is here produced.

And yet, despite this power, this magnificent navy of Great Britain was unable in 1812 to conquer the United States upon the sea, nor even render the English and St. George's Channels safe avenues of commerce for the merchant ships of Great Britain. The massive construction and weight of the British men-of-war was their greatest source of weakness—they could seldom cope successfully with the heavily armed, light-built, swift, and skilfully-handled American frigates and privateers.









## CHAPTER XI

### EARLIEST YACHT CLUB OF GREAT BRITAIN

The Vauxhall annual cup races—*The Prince of Wales*, *Nancy*, *Cumberland*, *Mermaid*, *Vixen*, and other winning yachts—Bristol Sailing Society cup race of 1796; won by the *Antelope*—State Lottery cup, 1807; won by the *Mercury*—The *Bellissima*—The last Vauxhall cup, 1810—Cumberland Subscription cups, 1812—The *Mercury* champion of the Thames—Cruising in the Lower Thames—The yacht *Royal Sovereign*—Effort to revive the Water Club of Cork—William Fife, Clyde yacht builder—The yacht *Leopard* built by Lynn Ratsey, of Cowes—Thomas White, of Cowes—Earl Warwick, king of Wight—First meeting of the Yacht Club, 1815—Cowes Castle—Its priceless archives—Conclusion.

WE are indebted to the *Sporting Magazine*, and London newspapers of the time, for nearly all the data relating to early yacht racing on the Thames. It was at this period that public attention was first directed to yachting in England—not so much by yachtsmen, as through the exertions of those whose business it was to provide fashionable entertainments on the beautiful banks of the Thames, in the days when the Vauxhall Gardens were the gay midsummer resort of beauty and fashion. This famous pleasure ground passed away long ago, and now is but a faded memory of the past.

In the year 1786 Mr. Jonathon Tyars became the proprietor of the Vauxhall Gardens. To celebrate

the fiftieth anniversary of the opening of the gardens, he gave an annual silver cup and cover to be sailed for by the Cumberland Fleet; also a wherry to be rowed for by the Thames watermen. The first Vauxhall Cup was won by the *Prince of Wales*.

Because of some mistake made in carrying out the sailing directions, the match of July 19, 1787, was ordered to be re-sailed on August 3d; it was won by the *Nancy*, Captain Dore, the *Blue Dragon* being disqualified for booming out her jib.

At this time it was the custom for gentlemen owning yachts, which they intended to race, to meet at the Crown and Anchor Tavern in the Strand, and draw lots for position on the line at starting. No doubt these meetings were made the occasions of friendly and pleasant intercourse among yachtsmen and their friends, much to the satisfaction and profit of the landlord.

July 14, 1789, the Vauxhall Cup was sailed for by the following yachts: *Mercury*, Captain Astley, 8 tons; *Adventure*, Captain Walmsley, 10 tons; *Phoenix*, Captain Parkins, 12 tons; *Duke of Cumberland*, Captain Loveday, 11 tons; *Eolus*, Captain Windle, 5 tons; *Venus*, Captain Grayfort, 4 tons; *Eagle*, Captain Grubb, 8 tons; *Nancy*, Captain Luson, 12 tons; *Griffin*, Lord Paget, 4 tons; (*Cumberland*, Commodore Taylor, 13 tons: entered but not intended to sail). This match was won by the *Phoenix*, Captain Parkins. This record is taken from Commodore Taylor's writing, and it is interesting to note that Lord Paget,—afterward Earl of



Invitation Card of the Cumberland Fleet.



Sir Cumberland Fleet  
 You are desired to attend a  
 Meeting of the Members of this Society on  
 next the 4<sup>th</sup> at 1<sup>st</sup>

J. H. W. 1855  
 20-22-23





Uxbridge, and later the first Marquis of Anglesey,—owner of the splendid cutter *Pearl*, was a participant in this match.

July 2, 1790, the Vauxhall Cup of the year was sailed for by the following yachts: *Mercury*, Captain Simms, 8 tons; *Adventure*, Captain Paillis, 10 tons; *Eclipse*, Captain Astley, 17 tons; *Tarter*, Captain Walmsley, 12 tons; *Cumberland*, Commodore Taylor, 12 tons. "N. B. The *Cumberland* is not intended to start, but entered by her owner to establish his right to sail." This match was won by the *Eclipse*, Captain Astley.

In the year 1791 the *Mercury*, Captain Astley, won the Vauxhall Cup. While a salute was being fired at the Cumberland Gardens in honor of her victory, the gun burst and two men were killed.

October 20, 1792, a match was sailed at Plymouth, between the cutter *Prince* and schooner *Clarence*. "The course was from a buoy off the east end of St. Nicholas Island, thence round the Spell Buoy and return; the wind was blowing hard from the S. W. with a heavy sea. The vessels started at 11 A.M. the *Prince* taking the lead, owing to the *Clarence* having a reef in her fore and main sails, but as soon as the reefs were turned out, the *Clarence* worked out to windward of the *Prince*, rounded the buoy ahead and won by a considerable distance. The *Prince* is an excellent fine cutter, copper-bottomed and sails remarkably well: the *Clarence* is of a new construction and sails so well that it is supposed she is one of the finest vessels ever built."

July 27, 1793, the *Cumberland*, Commodore Taylor, and the *Eclipse*, Captain Astley, sailed a match, the wager being a turtle. This match was won by the *Cumberland*, and thereupon the good commodore invited his captains to a turtle-feast.

In 1794 the enterprising proprietors of Vauxhall Gardens added to the attractiveness of the sailing and rowing matches, by placing on the river a float upon which was mounted a Neptune's Car drawn by tritons, containing a representation of Father Thames, attended by a variety of river gods, goddesses, and bands of music. The whole affair was propelled by some invisible means, and appears to have been an object of great wonder and admiration.

July 28th a Cowes schooner-yacht, with the owner and a party of friends on board, was captured by a French privateer named the *Dagomar*, and was taken into Dunkirk.

In 1795 the Vauxhall Cup was sailed for by the following yachts: *Busy*, Captain Pickering; *Mermaid*, Captain Edgeley; *Kitly*, Captain Richards; *St. George*, Captain Gunston; *Vixen*, Captain Fairbrother; *Mercury*, Captain Astley.

The yachts were started at a quarter to six in the afternoon from Blackfriars Bridge. A fresh breeze having been blowing from the westward, several of the boats had taken in reefs; but the *Mercury* carried all sail, and led the fleet four minutes at Westminster Bridge. Between Westminster and Vauxhall the *Mercury* and *Vixen* fouled, and a miniature naval combat ensued. To simplify

matters the captain of the *Vixen*, armed with a cutlass, slashed away at the rigging of the *Mercury*, and did great execution. In the meantime, the *Mermaid* took the lead, and arrived at the mark-boat, off Vauxhall, at a quarter past eight, winning the cup, the *Mercury* in a disabled condition being the fourth boat. "At night the Gardens at Vauxhall were filled with people and the cups of the preceding years were exhibited to a crowd of spectators, who were highly pleased with their evening's entertainment."

In 1796 the Vauxhall Cup was sailed for from Vauxhall Gardens to Putney Bridge by the *Vixen*, Captain Fairbrother, and the *Mercury*, Captain Astley. The wind was light, with rain showers, and the *Vixen* drifted past the mark-boat the winner. "The river was covered with vessels of all descriptions from barges to wherrys, and the Turkish Ambassador was in the Vauxhall cutter, and the magnificent car was exhibited on the occasion filled with musicians, and formed no less a splendid sight than an attractive entertainment."

July 21, 1796, the Bristol Sailing Society, at Kingsroad, held a match, which was sailed around the Holmes. The following boats were entered: *Severn*, *Dispatch*, *Antelope*, *Dolphin*, *Experiment*, *Hope*, *Frolic*, *Fancy*, *Industry*, and *Chausen* (a Dutch boat). They started at 8 A.M., the wind strong from the westward. "The waves were so high that only four boats could keep the sea, and the other six were obliged to run into different places for shelter. The *Antelope* was the first boat

home, leading the *Dolphin* by two minutes, the *Hope* third, and *Experiment* fourth, when the first three received their respective silver cups and the *Experiment* a telescope."

August 11, 1797, the *Mercury* and *Providence* sailed a match from Gun Wharf, Blackwall, round the Nore light-ship and return, for a wager of 40 guineas, which was won by the *Mercury* in twelve hours and five minutes, she leading the *Providence* by twenty miles.

The Vauxhall Cup for 1798, was sailed for on July 18th, by the *Caroline*, *Active*, *Nymph*, and *Providence*. There was a good breeze at starting, but it moderated to a calm and the *Nymph* won the prize.

July 23, 1799, a match was sailed between the *Atalanta* and the *Ann Sarah* from Cockholds Point, round a boat, moored at Coal House Point, and return. There was a good breeze and, after "a close and exciting race, the *Atalanta* won."

In the year 1800 the Vauxhall Cup was won by the *Cumberland*, Captain Byrne. An engraving that appeared in the *Sporting Magazine* of that year, representing the yachts passing the committee boat, is here reproduced. In this year also a match was sailed on May 15th, between the *Mary Ann*, the Earl of Wickham's yacht, and the *Earl Spencer*, of Gravesend, for 50 guineas. The course was from Gravesend, round the Ouse buoy, and return, a distance of sixty miles. This match was won by the *Earl Spencer*, which made the distance in six hours and a half. The tide, no doubt, was







strong, and the yacht was fortunate probably in having it fair both ways, else it is difficult to account for this remarkable rate of speed, even with a leading wind out and back.

The Vauxhall Cup of 1801, which was won by the *Atalanta*, Captain Smith, was presented by him to be sailed for again. On July 30th, accordingly, the match took place between the following yachts: *Caroline*, *Mercury*, *Experiment*, *Calipso*, *Swift*, *Mermaid*, and *Vixen*. No yacht above 10 tons was allowed to sail; and after a close race between the *Mercury* and *Mermaid*, the former won.

On September 17, 1802, there was a sailing-match at Southampton, in which nineteen vessels started. The prizes appear to have been given for working vessels, and the first prize of 6 guineas was won by the *Trial*, John Bryer; the second prize of 3 guineas by the *Two Brothers*, Charles Chapman; and the third prize of 2 guineas by the *Jane*, John Diaper; the others were allowed 1 guinea each. "William Cooper, of the *Mary Ann* was very forward on the return, but instantly backed sail and stood firm to preserve three men who had capsized in a pleasure-boat, whom he succeeded in saving. The Marquis of Anspach's beautiful yacht, Mr. Fitzgeralds, etc., were loaded with ladies and gentlemen to behold the contest, together with a vast assemblage of fashionables on the beach. A band of musicians was on the *Rose* cutter."

July 29, 1804, there was a sailing-match on the

Thames for a cup valued at 30 guineas, in which the following yachts were entered : *Mercury*, Captain Astley ; *Daphne*, Captain Unwin ; *Mermaid*, Baron Hompeck ; *Owner's Delight*, Captain Langston ; *Eliza*, Captain Hunter ; *Two Brothers*, Captain Drinkald ; *Olive Branch*, Captain Dodd ; *Amelia*, Captain Cox. The cup was won by the *Mercury*.

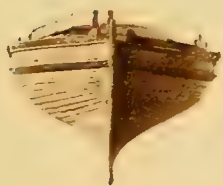
July, 1805, the silver cup and cover given by the proprietors of Vauxhall Gardens was sailed for by the following yachts : *Caroline*, Captain Wyne ; *Daphne*, Captain Unwin ; *Bucephalus*, Captain Gunston ; *Mermaid*, Baron Hompeck ; *St. George*, Captain Gunston. "The ceremony commenced with a barge belonging to the Royal Exchange fire-office going down from Westminster to Blackfriars Bridge at half-past five with a full band of music on board. Shortly after that two cutters belonging to the Messrs. Roberts, the boat builders, went the same route, the one having a band of music, and the other some of the principal persons concerned in the property and management of Vauxhall Gardens, the prize behind them supported by two servants in livery. At 17 minutes before six the boats set off with a light breeze nearly east, and the *Daphne* belonging to Mr. Unwin, formerly of the *Fondroyant*, took the lead almost at starting and was the first that shot Westminster Bridge. The whole fleet went up the river with the wind upon their quarter, and with flowing sail, until they came abreast of Mr. M. Coy, the shipbreaker's yard at Nine Elms. The *St. George* was the first that

shot through Battersea Bridge, and at Wansworth the *Daphne* was ahead, but the *Mermaid* pressed so close upon her that the boom of the latter swung against the back-stays of the former. By a bold manœuver, such as naturally strikes the mind of a British sailor when he finds himself close pressed, the *Daphne* was then seen to bear away to leeward, in order to prevent herself from being becalmed. By this means she got into slack water, and as the tide was running down strongly she made greater headway and fell less to leeward than her competitor. On the next tack the advantage gained by this manœuver was evident, as the *Daphne* sailed free on a fresh tack while the others were close-hauled on the former. At half-past eight the *Daphne* came past Cumberland Gardens, which was full of genteel company, who had flocked there to see the spectacle, on account of the extent of the accommodation of these grounds. The *Mermaid* came in about five minutes after, but the whole did not reach Vauxhall stairs until after nine o'clock. The river was so completely covered with boats that it reminded one of the descriptions given of the swarm of canoes that assembled upon Captain Cook making his appearance in New South Wales."

July 21, 1806, "seven gentlemen's pleasure boats started for the annual Silver Cup and cover, the gift of the proprietors of Vauxhall Gardens. Three were as small as four tons each, three of seven tons each, and the *Bellissima*, belonging to Mr. Fairbrother, the sailmaker, was built to carry as

much as seventeen tons. Mr. Fairbrother's skill as a sailmaker was demonstrated in the snug fit and judicious proportions of his sails; he also stood well for the signal, and had all ready, and started directly as it was given; this gave him the lead at the outset. The *St. George*, Captain Gunston, however was an excellent sailer, clean built and carried spanking sails, she also was steered with judgment and pressed very close upon Captain Fairbrother's quarter. The *Amelia* carried away her bowsprit below Westminster bridge and the others gave up before they had reached so far. The contest was then confined to so few competitors that many would have thought the attraction considerably lessened. The Duke of Manchester's cutter, however, and several other gentlemen's boats were out, and from the first to the last of the race the weather was so inviting and the craft so numerous that the Thames could be walked across at some places by stepping from boat to boat. Captain Fairbrother continued his superiority to the end and came in at half-past eight, and the *St. George* ten minutes later. All the most fashionable part of the company, which was very numerous, then finished the day's pleasure by going to Vauxhall Gardens."

July 20, 1807, the contractors of the State Lottery gave a cup valued at £50, which was sailed for by the following yachts: *Mercury*, Captain Astley; *Olive Branch*, Captain Deacon; *St. George*, Captain Gunston; *Daphne*, Captain Bowyer. They started from Blackfriars Bridge at 5 P M., and were







all in line till opposite Sumersset House. The *Olive Branch* then shot ahead, but the *Mercury* soon passed her and got through the centre arch of Westminster Bridge, and kept the lead to Nine Elms, winning by a boat's length and a half at Vauxhall Stairs; when Captain Astley was presented with the cup, being the fifth won by the *Mercury*. A vast assemblage of boats were on the river, and the shores were lined with spectators."

July 27th, "The annual Silver Cup and cover given by the proprietors of Vauxhall Gardens was sailed for by the following gentlemen's pleasure boats: *Mercury*, 7 tons, Captain Astley; *Atalanta*, 7 tons, Captain Smith; *Bellissima*, 17 tons, Captain Fairbrother. The *St. George* was also entered, but withdrew. There was a stiff breeze from the southward, which occasioned the *Bellissima* being so much heavier than the others, to carry a great press of sail and enabled her to keep the lead the whole distance without the least chances of the others coming up. When opposite Wansworth the *Atalanta* declined the contest, but the *Mercury* persevered to the end and came in fifteen minutes after the *Bellissima*, which was the winning boat, and Captain Fairbrother was immediately taken into the Vauxhall cutter, and conducted to the Gardens by Mr. Barrett who presented him with a most elegant silver cup and cover valued at 30 Gns. amidst the shouts and plaudits of a vast concourse of spectators. The river displayed a scene of the utmost beauty and

grandeur being covered with pleasure boats and wherries."

In 1810 the last cup given by the proprietors of the Vauxhall Gardens was sailed for and won by the *St. George*. In this year the Ranelagh Gardens were opened, and the proprietors presented a cup, which was won by the *Sally*, Captain Hammond.

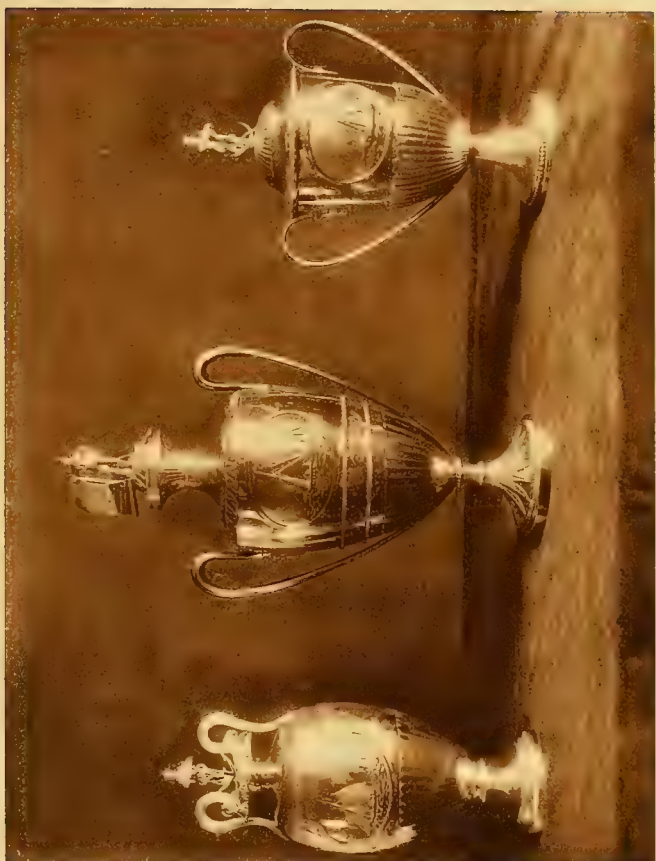
July 16, 1812, the Cumberland Fleet gave two subscription cups, which were sailed for from Blackwall to Gravesend and return, and were won



COMMODORE TAYLOR

by the *Mercury* and the *Vixen*. Commodore Taylor retired from yachting about this time, although the exact date does not appear.

From the foregoing records it will be seen that





the yachts that raced on the Thames from the years 1775-1812, ranged in tonnage from four to seventeen tons, and that time-allowance appears to have been unknown, or was disregarded. This continued well into the nineteenth century, and, so far as is known, these yachts were all cutters or sloops.

The *Mercury* may fairly be considered the ancient champion of the Thames; she won more matches than any other yacht of her time, and her owner, Captain Astley, appears to have been a thorough racing-yachtsman.

We have now seen yachting established on the Thames, although the events recorded are but the faint prelude to those that were to follow. In after years, the lower reaches of the river were to witness many of the most exciting and closely-contested matches ever sailed between yachts.

It should, however, be remembered that racing was but a small part of yachting in those days, and that two or three sailing-matches during the season were sufficient to afford zest to yachtsmen, and interest to the public. Commodore Taylor makes no mention of racing in his notes attached to the signals issued in 1779, and it is therefore reasonable to infer that cruising was the chief amusement of the members of the Cumberland Fleet, and that the Review of 1778, commemorated by Kitchingman, was only one of many.

It is not difficult to imagine the delightful life of yachtsmen on the Thames at that period; cruising with a few chosen friends aboard or perhaps in company with two or three yachts, getting under



way in the cool, radiant dawn; the clear, silvery river flowing peacefully among green fields and meadows, the repose and fullness of the sweet English landscape, and the stately domes and spires of London bathed in the limpid atmosphere. The yachts would perhaps anchor in some picturesque bend of the river, or drift home in the lingering summer twilight, or a freshening breeze and hastening tide would urge them onward. And while we have no record of these cruises, it is certain that the river, in those days, possessed a charm all its own,—departed long ago,—a charm never to be known again.

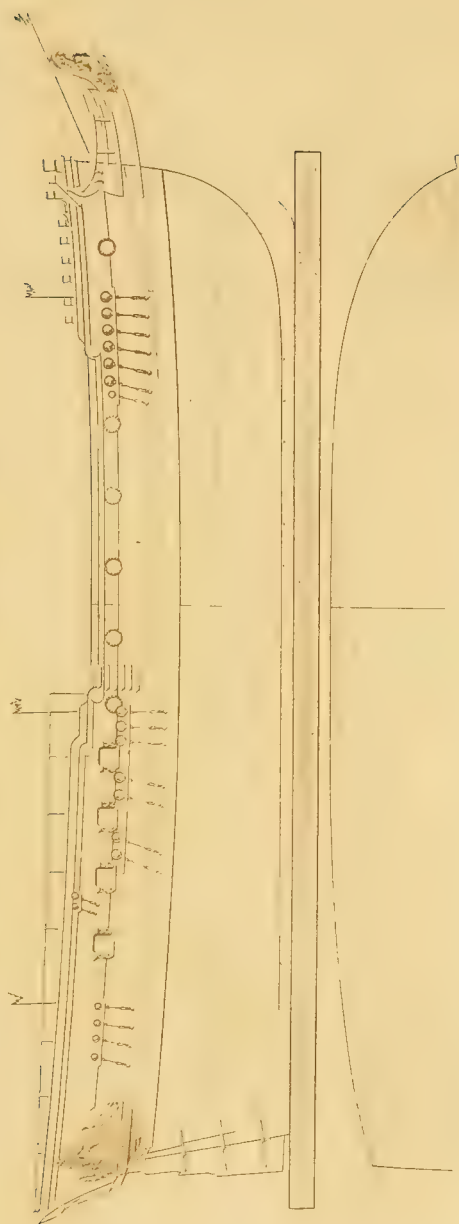
About the year 1800, Mr. Weld,—father of Mr. Joseph Weld, owner of the celebrated cutters *Arrow*, *Lulworth*, and *Alarm*,—owned the cutter yacht *Lulworth Castle*. Little is known of this yacht beyond the fact that she used to take her station at Weymouth whenever King George III. and the royal family visited that watering place on board one of the royal yachts.

In 1804 the yacht *Royal Sovereign* was built at Deptford, and the following account of her launch appeared in the *Naval Chronicle*: “After a quarter before three o’clock on Saturday, May the 12th, a new Yacht, built on purpose for his Majesty, was launched from the King’s dock yard at Deptford. She is a very neat but small ship. In her present trim she draws about nine feet forward and ten abaft. She is completely copper bottomed, has above that a streak of yellow and then another of blue, ornamented with medallions, representing the



His Majesty's Yacht *Royal Sovereign*, Launched in  
the Year 1804.

*Mr. Ingels. How long have you been in the house?*





four Cardinal Virtues as female figures, in gilt frames. Over that there is a rich ornament of leaves entwined together, highly gilt. The figure head is a representation of her Majesty with the Imperial Crown upon her head. This is encompassed by an iron railing, to prevent any injury. The stern is decorated with the figure of Neptune in his Car, with his Trident in his hand, the Sea underneath, and Dolphins playing around. Over the cabin windows and under the taffrail are placed the figures of Fame and Victory supporting the King's Arms. There are three elegant poop lanterns and figures of the Four Quarters of the World over all. The accommodation ladder and the different gratings are painted yellow, with very rich mouldings of carved work highly gilt. Upon the whole, as the sailors term it, there is an abundance of gingerbread work. The apartments laid out for the Royal Family, as might be expected, are most sumptuous. The wood work is chiefly mahogany or cedar, with satin curtains, velvet seats, &c. The whole reflects the highest credit on the taste of Sir J. Henslow, the designer, and Mr. Tipper, the master shipwright. When she was launched, she was christened in the usual manner, and received the name of *The Royal Sovereign*. It is said, that Sir H. B. Neale is to have the command of her, and that she is to be sent round Weymouth with all possible expedition, for the purpose of conveying his Majesty in the aquatic excursions which he usually makes at this season of the year. Mr. E. Bate is appointed Purser."



A portrait of this yacht, engraved by Henry Moses in 1827, is here reproduced, and represents her leaving Portsmouth harbor under full sail. *The Royal Sovereign* proved a very fast vessel, and Knowles in his *Naval Architecture*, published in 1822, gives the lines of this yacht, which are here reproduced, and refers to her as follows: "*The Royal Sovereign*, launched for the particular service of his Majesty in the year 1804; a ship whose exterior and interior are of incomparable beauty; but, whose ornaments, splendid as they are, will scarcely be considered by the artist as more than adequate to the beauties of her form, and her qualities as an excellent sailer and a good sea boat; in which respects she has been found superior to all her predecessors, and the most perfect vessel of her class ever constructed. Upon one fine morning, when his Majesty was on board, in the summer of 1804, *The Royal Sovereign* quitted Weymouth Roads, and proceeded on a cruise, accompanied by the *Royal Charlotte*, yacht (built in the year 1749), the *Princess Augusta*, yacht (built in the year 1710), and a frigate. The new yacht excelled her companions so much, in point of sailing, as to drop anchor in the Roads, upon her return, at six in the evening; while the *Royal Charlotte* did not arrive until ten o'clock at night, the frigate until midnight, and the *Princess Augusta* until six the next morning; an unquestionable proof of the very great superiority of *The Royal Sovereign*; of a superiority which gives her the eminent distinction of being beyond controversy, the best sailer of the British Navy."





The dimensions of *The Royal Sovereign* were, length on deck, 96 feet 1 inch; keel, 80 feet 9 inches; breadth, 25 feet 7 inches; depth of hold, 10 feet 3 inches, 280 $\frac{1}{4}$  tons.

In 1806 an effort was made to revive the Water Club of Cork, and a meeting was called consisting of the Marquis of Thomond, Lord Kinsale, the Fitzgeralds, the Penroses, the Newenham, the Drury, and others, who styled themselves "Original members." There is, however, no reason to suppose that the club was reorganized in its ancient splendor, but with a view to the more useful purpose of exciting competition among the fishing and rowing boats in the cove of Cork, to which they gave annual prizes.

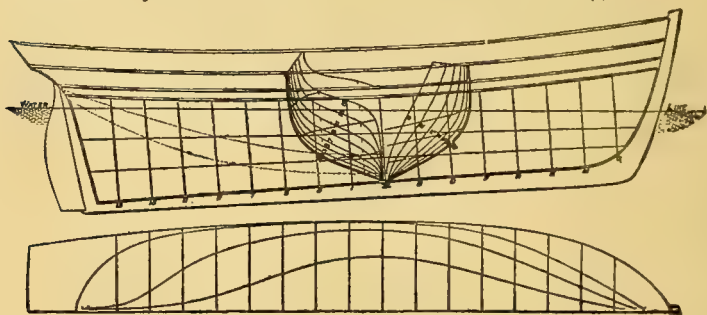
A gallant, but somewhat extraordinary entry, appears about this time on the books of the club, viz., "That the wives and daughters of the members of the club, be also considered members of the club, and entitled to wear their uniform."

This resolution is dated July 9, 1807; and was passed in compliment to the great interest in the proceedings of the club exhibited by the ladies in question, who, it is added, fully acknowledged the courtesy, by appearing at the club dinners in nautical costume.

In 1807 Robert Steele & Co., of Greenock, built two "customs," or "excise," yachts, the *Princess of Wales*, length, 45 feet 8 inches; breadth, 16 feet 10 inches; depth, 8 feet 3 inches; and the *Maria* built from the same moulds but one foot longer. These yachts were both cutters.

Toward the end of the eighteenth century William Fife, a wheelwright of Kilbirnie, removed with his family to the pretty village of Fairlie on the Clyde. He had a son, also named William, who was attracted by the waters of the beautiful bay, and longed to navigate them. Having no boat, he set to work and built one. So well did he succeed, that she soon found a new owner; and when purchasers appeared for several more boats he constructed, he came to the conclusion that boat-building was his proper vocation. About the year 1807 he built a small yacht of 25 feet in length, called the *Comet*, and in 1812 the cutter yacht, *Lamlash*, 51 tons, owned by Mr. Hamilton of Holmhead and Captain Oswald of Scotstown.

"Ould Wull"—as William Fife was affectionately called when the years rolled on—built some of the best yachts of their day. And his son and grandson, who bear his name, have perpetuated his memory in many of the swiftest and most beautiful yachts built in the United Kingdom.



In 1807 the cutter yacht *Leopard* was built by Lynn Ratsey of Cowes, but her owner is not

known. Mr. Michael Ratsey, grandson of her builder, says in a letter received some years ago, "I have no account of the *Leopard* cutter beyond the knowledge that she was built for a yacht, but for whom there is not the slightest reference." The lines of this yacht are given on page 236; and her dimensions were, length on deck, 64 feet 4 inches; length of keel, 54 feet 3 inches; beam, 19 feet; depth, 11 feet; draft, 10 feet.

In 1813 Thomas White, a native of Broadstairs, established a yacht and shipbuilding-yard at Cowes, wherein, as well as in the Ratsey yard, some of the most famous yachts of their day in England were built.

The Isle of Wight has always been a favorite resort. Indeed, it was occupied by the Romans, the interesting remains of a Roman villa having been discovered near Brading some years ago. The ornaments and household utensils found there indicate not only refinement and luxury, but also that those to whom they belonged dwelt on the island from choice rather than necessity. By the Romans the island was called *Vecta*, or *Vectis*, and in the Doomsday Book is called *Wect*, *With*. The ancient name for Cowes were *Cowe*, *Cows*, and *Cow*; while the Solent was known as the Solent Sea, from the Latin *Solvendo*, indicating a separation from the main land.

Soon after the Norman conquest King William assigned the island to a relative, William Fitzosborne, who had distinguished himself at the battle of Hastings, "to hold as freely as the Conqueror



held the realm of England." After a time the island became the private property of the Kings of England, who granted it to their favorites with royal capriciousness. One of the lords, the Duke of Warwick, actually had himself crowned as King of the island, until King Henry VII. resumed the jurisdiction of the Isle of Wight. Since then it has remained a part of the dominion of the Crown.

In 1540 two forts, or castles, were built on the *Eylle of Wyght*, as it was then called, one on each side of the entrance to the river Medina, for the defense of the port of *Cowe*. The eastern one long ago disappeared; hence, a map published in 1610 makes no reference to it. But the west castle still stands, having also been extensively renovated and improved—the present home of the Royal Yacht Squadron.

In 1588 Queen Elizabeth caused a "pleasure ship" to be built at Cowes. This craft was called the *Rat of Wight*. She was 80 tons burden, and carried a crew of seventy men, under the command of Gilbert Lea. She was also one of the volunteer fleet of Lord Charles Howard, which defeated the Spanish Armada, and was preserved for many years at Chatham, "the same plate being in use on board of her to a very late date."

In the middle and latter part of the eighteenth century the dockyard at Cowes turned out many excellent ships of war; the *Astrea*, 34 guns; *Salisbury*, 50; *Repulse*, 64; *Veteran*, 64; and *Vanguard*, 74; besides a large number of smaller ves-

sels. From its situation, in the old days of sailing ships, it became a port of call, "Cowes and a market" being a familiar expression in bills of lading and charter parties.

At the beginning of the nineteenth century Cowes became a resort for yachtsmen, and in 1809 Sir William Curtis, owner of the cutter yacht *Rebecca Maria*, 76 tons, and one of the original members of The Yacht Club, asked permission to join the squadron of his Majesty's fleet, to which Mr. Percival, then Chancellor of the Exchequer, replied that as a friend he did not like to refuse Sir William's request, but in his official capacity he could not write to the Admiralty upon this subject unless Sir William would agree to put his yacht under their orders. This condition was at once accepted.

For some years prior to the establishment of The Yacht Club, yachtsmen were in the habit of dining together at Cowes, and amusing themselves in various ways. It is recorded that in July, 1800, a rowing-match took place from the gunboat in Cowes roads round the white buoy on the Brambles and back, for a purse of 30 guineas, the *Fountain* against the *Vine*, won by the latter. On the following day they rowed again, the *Fountain* being manned by four tailors and the *Vine* by four shoemakers. The *Vine* again proved successful. A running-match also took place from Castle Hill to Egypt Gate, between a lame shoemaker and a lame tailor, each carrying a crutch. The match was won by the tailor.

The exact year in which The Yacht Club was founded is uncertain. Its seal bears the date of 1812, but the first recorded meeting of the club was held at the Thatched House Tavern, St. James's Street, London, on June 1, 1815. The following noblemen and gentlemen were present, or were represented :

Earl of Uxbridge, afterward 1st Marquis of Anglesey, Cutter *Liberty*, 42 tons ; Viscount Ashbrook ; Charles Aylmer, Cutter *Maria Ann*, 34 tons ; William Baring, Cutter *Sylph*, 52 tons ; Earl of Belmore, Brig *Osprey*, 224 tons ; B. P. Blackford, *Sybil* ; Marquis of Buckingham, Schooner *Fly*, 73 tons ; Captain Frederick Buckeley, Cutter *Phaedria*, 18 tons ; Lord Cowdor ; S. Challen, Yawl *Eliza*, 44 tons ; Viscount Deerhurst, afterward Earl of Coventry, Schooner *Mary*, 75 tons ; Earl of Craven, Ship *Louisa*, 325 tons ; Sir William Curtis, Bart., Cutter *Rebecca Maria*, 76 tons ; Right Honorable Lord Grantham, afterward Earl De Gray, Cutter *Mermaid*, 21 tons ; J. N. Faza-kerley, Cutter *Cygnets*, 57 tons ; John Fitzgerald, Cutter *Atalanta*, 116 tons ; Charles Grant ; Thomas Hallifax, Cutter *Alfred*, 46 tons ; Honorable William Hare, Cutter *Adelaide* ; H. A. Herbert, Cutter *Coquette*, 18 tons ; Sir J. C. Hipplersley, Bart., Cutter *Polley*, 25 tons ; Viscount Kirkwell, Cutter *Lively*, 30 tons ; Thomas Lewin, Cutter *Halcyon*, 42 tons ; John Lindegren, Cutter *Dove*, 55 tons ; Lloyd of Marle ; Viscount Fitzharris, afterward Earl of Malmesbury, Cutter *Medina*, 70 tons ; Rev. C. A. North, Cutter *Lord Nelson*, 75

tons; Lord Nugent, Schooner *Flying Fish*, 74 tons; Honorable C. A. Pelham, afterward 1st Earl of Yarborough, Brig *Falcon*, 150 tons; Lord Ponsonby, Schooner *Fanny*, 21 tons; Sir R. Puleston, Bart.; Cutter *Kingfisher*, 20 tons; Harry Scott; T. Assheton Smith, Cutter *Elizabeth*, 66 tons; Sir G. Thomas, Bart., Yawl *Elizabeth*, 19 tons; Marquis of Thomond, Schooner *Rostellan*, 60 tons; Sir Godfrey Webster, Bart.; Joseph Weld, Cutter *Charlotte*, 60 tons; James Weld, Cutter *Pylewell*, 26 tons; Owen Williams, Cutter *Blue Eyed Maid*, 39 tons.

Lord Grantham presided at this meeting. It was decided that in future the qualification to become a member should be the ownership of a yacht not under 10 tons, and an entrance fee of £2.2. The distinguishing flags adopted by the Club were a white ensign with the Union Jack in the corner, and a plain white burgee at the mast head.

The formation of The Yacht Club marked a new era in yachting history, for until then the word "yacht" had never been used in connection with a club or its vessels. Probably no club has ever been founded with a more distinguished membership, and certainly no club has kept to its traditions more faithfully.

Some years elapsed, after The Yacht Club was established, before racing or its annual regatta became features of yachting at Cowes. The yachts composing its fleet were fine sea-going vessels, built, rigged, and manned in imitation of vessels of a similar class in the Royal Navy, and were often

commanded by Naval officers on leave of absence. Speed was regarded as of less importance than good seamanship at the reviews of the fleet, which were occasionally held in the Solent, or, keeping the decks, guns, spars, and rigging in shipshape and man-of-war fashion. These yachts were the floating summer homes of their owners, who were frequently accompanied by their families, while the pleasant life on board was conducted with the decorum, refinement, and comfort of an English home.

In 1820 the name of the Club was changed to the Royal Yacht Club, and in 1821 the colors were changed to a red ensign with the letters R. Y. C. and a crown and foul anchor, also a red burgee. In 1826 the subscription was increased to £8, with an entrance fee of £10. The tonnage limit was also increased to 30 tons.

In 1829 the Lords of the Admiralty issued warrants for yachts of the Royal Yacht Club to carry the St. George's ensign, a white burgee with a red cross and yellow crown in the centre, was accordingly adopted, and these are still the colors of the Club. In 1833 the name was again changed to the Royal Yacht Squadron.

It is a singular fact, that for the first ten years of its existence, the Club had no flag officers, and it was not until 1825 that Lord Yarborough became the first Commodore, and so continued until his death in 1846.

The first Club house was at West Cowes, now the Gloster Hotel. In 1801 an engraving of





Cowes Castle, 1801.

bargee. In 1826 the

Cowes Castle was published by Sparrow. It is here reproduced. Still the Castle did not really become the headquarters of the Squadron until 1858; after about £6000 had been expended upon it in repairs and improvements. And now with its elegance, simplicity, refinement, and priceless archives, with its superb outlook across the silvery waters of the Solent,—Calshot Castle, Southampton Water, and Spithead reposing in the distance,—it stands amid venerable trees, hedge-rows, lawns, and smiling flowers, unique among the Yacht Clubs of the world.

I have endeavored to trace the origin and first era of the development of yachts and yachting from the year 1600 until the establishment of Yacht Club, in 1815, and have thus brought this history within the majestic portal of the nineteenth century, with its steadfast endeavor and brilliant achievement in all branches of knowledge, while yachts and yachting have also steadily advanced with scientific discovery and the accumulation of wealth.



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